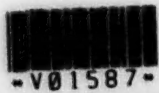


CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V01587-

LOCATION LABEL



-98090509-

V01587 001
890501 AGENDA & MINUTES
198912

OPERATION & WORKS COMMITTEE MG.0

M
G

0

5

89

MAY

0

1

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

MONDAY, MAY 1, 1989, 2:00 P.M.

COMMITTEE ROOM A - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor M. Prentice
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham (Chair)
Councillor N. Iannicca

Prepared by: Denise Peternell, Clerk's Department (896-5425)
Date: April 27, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - MAY 1, 1989

DEPUTATIONS/PRESENTATIONS - NIL

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.06.01	1988 Fire Department Annual Report
2.	L.07.03.01	Community Noise Survey of Residential Air Conditioners and Heat Pumps
3.	M-379	Assumption of Municipal Services - Penny Lane
4.	F.02.07.01	Proposed Street Name - Malligaya
5.	F.06.04.01 (A)	Through Highway Designations
6.	F.02.04.01	Annual St. Andrew's 10 km Road Race
7.	E.02.02.02.04	Proposed Additional Conveyance - Peel Board of Education
8.	M-833	Storm Sewer Easement - Ontario Hydro
9.	E.02.02.21	Proposed Conveyance of a Sanitary Sewer Easement - Region of Peel
10.	J.05.81011.07	Central Parkway West Extension Proposed Land Exchange - J. Luderitz
11.	T-86041	Reconveyance of Designated Road Allowance - Hammerson Mississauga Limited
12.	E.02.07.01 (K)	Encroachment Agreement - 209 Queen Street South
13.	F.06.03.02.01	Traffic Safety Council Site Inspection Report - The Credit Woodlands and Dundas Street
14.	F.06.03.02.01	Traffic Safety Council Site Inspection Report - Glen Erin Drive and Burnhamthorpe Road

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

MAY 1, 1989

DEPUTATIONS/PRESENTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report dated April 20, 1989 from the Fire Chief, with respect to the 1988 Fire Department Annual Report. The information contained in the Annual Report summarizes the activities of the Fire Department for the year ending December 31, 1988.

There were 6850 emergency calls handled during the year resulting in one fire death and an estimated dollar loss of \$5,710,954.00. The number of emergencies increased by 8.4% over 1987 figures and the fire loss is reduced significantly. There were thirteen (13) fires with losses over \$75,000.00, which accounted for 45% of the total estimated annual fire loss.

The average response time for all emergencies increased again marginally in 1988. The increase is considered to be the result of increased traffic congestion, construction activity and the effect of the newly developing areas being remote from existing fire stations. The control of traffic signals at busy intersections and the orderly placement of additional fire stations in growth areas will eventually reduce the response time.

During 1988 the Insurers Advisory Organization surveyed this municipality for the insurance industry to assess the municipalities fire defences in relative risk terms. This was a comprehensive study of all aspects of fire protection including management, equipment, manpower, communication systems, water supply, code enforcement, inspection practices, road patterns and building stock. The final report moved the City of Mississauga into a Class 2 position which is a very enviable rating for a growth City of its size and diversity.

Fire Station 16 located in leased facilities at 7033 Telford Way, Unit 24, was equipped and placed in service on December 5, 1988. Twenty staff members were hired in October and were given appropriate training prior to assignment throughout the system. This station will provide improved service to the Malton West Industrial area, as well as providing timely assistance to the Malton community. The official opening of Phase 3 of the Training Centre was held on October 15, 1988. This facility provides classrooms and work areas for technical and practical instruction as well as specialized equipment repair shops and office space for our training staff.

The Fire Prevention staff worked under extreme pressure throughout the year in maintaining appropriate service to the construction industry, as well as providing fire investigations and inspections on existing buildings for licencing, complaints or sale purposes. In addition the Division presented fire safety educational programs for over 3500 persons of all ages. Their detailed activities are included in this report.

The report makes reference to the retirees and those employees lost through death. Thirteen (13) members of the Fire Department received the Exemplary Fire Service Medal from the Government of Canada in recognition of their service to the City.

RECOMMENDATION:

That the 1988 Annual Report of the Fire Department attached to the report dated April 20, 1989 from the Fire Chief to the Operations & Works Committee of May 1, 1989, be received for information.

A.06.01

RECOMMEND RECEIPT

2. Report dated April 13, 1989 from the Commissioner of Public Works, advising the Ministry of the Environment has established an Advisory Committee to undertake a Community Noise Survey of Residential Air Conditioners and Heat Pumps. Attached is a letter from the Ministry dated March 10, 1989, which is self-explanatory.

The Ministry is requesting financial participation in the project in the area of \$1,000.00 to \$3,000.00. The report suggests as this is a worthwhile project that the City of Mississauga be included in one of the areas from where some of the 500 households will be selected and should participate financially in the Study to the extent of \$2,000.00. Funds are available in the Subdivision Account revenue.

The report suggests the Ministry select a cross-section of various width lots in their experiment. Also, the location of the air conditioner and/or heat pump should be varied from the side of the house to the rear of the house in order to evaluate if there is any difference as far as the noise from the unit is concerned resonating off walls and/or fences.

RECOMMENDATION:

- (a) That the Ministry of the Environment be advised that the City of Mississauga is prepared to participate in the Community Noise Survey of Residential Air Conditioners and Heat Pumps in the Summer of 1989 to the extent of a \$2,000.00 contribution on the basis that the City of Mississauga is represented in the trial area and that various size lots, housing configurations and locations are included in the survey as outlined in the report dated April 13, 1989 from the Commissioner of Public Works to the Operations & Works Committee meeting of May 1, 1989.
- (b) That a copy of the report dated April 13, 1989 from the Commissioner of Public Works to the Operations & Works Committee meeting of May 1, 1989, be forwarded to the Ministry of the Environment.

L.07.03.01

RECOMMEND ADOPTION

3. Report dated April 13, 1989 from the Commissioner of Public Works, with respect to the assumption of the municipal services for Penny Lane Residential Subdivision, Plan 43M-379, located east of Finch Avenue and south of Darcel Avenue.

Plan 43M-379 consists of twenty single family residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of the municipal services.

It is now in order for the City of Mississauga to assume the municipal works within Plan 43M-379 and return the remaining securities to the developer.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Penny Lane Residential Subdivision, Plan 43M-379, located west of Finch Avenue and south of Darcel Avenue,
- (b) That the Letter of Credit (current value \$35,567.00) securing the Engineering Agreement for Plan 43M-379 be returned to the developer, Centerville Estates Limited,
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-379 as public highway and part of the municipal system of the City of Mississauga.

M-379

RECOMMEND ADOPTION

May 1, 1989

4. Report dated April 6, 1989 from the Commissioner of Public Works, with respect to the name "Malligaya" as a proposed street name to be used in the City of Mississauga.

Mr. Mel Villanueva, President of the Malligaya Association, forwarded a letter to Councillor Ted Southorn requesting that a street be named after the Malligaya Association.

The name "Malligaya" was reviewed by the Region of Peel Street Names Committee at its meeting of April 5, 1989 and the name was approved.

RECOMMENDATION:

That "Malligaya" be approved as a street name and be placed on the City of Mississauga Reserve List and Mr. Mel Villanueva, President of the Malligaya Association, be so advised.

F.02.07.01

RECOMMEND ADOPTION

5. Report dated April 11, 1989 from the Commissioner of Public Works, with respect to Through Highway Designations.

A draft by-law has been prepared to incorporate into Schedule 10 of Traffic By-law 444-79, as amended, revised through highway designations within recently approved plans of subdivisions.

The subdivisions have been reviewed and the necessary through highways are recommended for inclusion in Traffic By-law 444-79 providing that traffic entering the through streets from a side street will be required to stop.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to establish the designation of through highways on the following roads:

STREET:

Abilene Drive
Alstep Drive
Ambassador Drive
Amesbury Avenue
Bancroft Drive
Central Parkway West
Central Parkway West

BETWEEN:

Kennedy Road and Abilene Drive;
Menway Court and Alstep Drive;
Highway 10 and Kennedy Road;
Guildwood Way and Ceremonial Drive;
Second Line West and Bancroft Drive;
Confederation Parkway and Central Parkway West;
Joan Drive and Confederation Parkway

Ceremonial Drive	McLaughlin Road and Ceremonial Drive;
Commonwealth Circle	Redmond Road (north leg) and Redmond Road (south leg);
Douguy Boulevard	Britannia Road West and Bancroft Drive;
Duford Drive	Wandale Drive and Bancroft Drive;
Elderview Court	Warrendale Gate and Warrendale Gate;
Erin Centre Boulevard	Erin Mills Parkway and Glen Erin Drive;
Fairview Road West	Confederation Parkway and Fairview Road West;
Fairwind Drive	Ceremonial Drive and Heritage Hills Boulevard;
Fairwind Drive	Bristol Road and Ceremonial Drive;
Fordmill Road	Manor Hill Drive and Robinwood Court;
Forest Hill Drive	Erin Centre Boulevard (east leg) and Erin Centre Boulevard (west leg);
Forest Hill Drive	Erin Centre Boulevard and Forest Hill Drive;
Forest Ridge Drive	Erin Centre Boulevard and Silverwood Drive;
Gulldwood Way	Eglinton Avenue West and Ceremonial Drive;
Gulldwood Way	Ceremonial Drive and Bristol Road West;
Heritage Hills	Ceremonial Drive and Fairwind Drive;
Heritage Hills	Fairwind Drive and Swiftcurrent Trail;
Ivandale Drive	Second Line West and Ivandale Drive;
Ivandale Drive	Second Line West and Douguy Boulevard;
Killaby Drive	Douguy Boulevard and Cayeswood Court;

Manor Hill Drive	Forest Hill Drive and Manor Hill Drive;
Meadowpine Boulevard	Fifth Line West and Meadowpine Boulevard;
Montclair Drive	Forest Hill Drive and Rosegate Drive;
Redmond Road	Webb Drive and Central Parkway West;
Redmond Road	Central Parkway West and Fairview Road West;
Richborough Drive	Ceremonial Drive and Whitfield Terrace;
Robinwood Court	Fordmill Road and Fordmill Road;
Rosegate Drive	Forest Hill Drive and Montclair Drive;
Second Line West	Limit of road - west and Britannia Road West;
Second Line West	Britannia Road and Eglinton Avenue West;
Silverwood Drive	Forest Hill Drive and Forest Ridge Drive;
Swinbourne Drive	Bancroft Drive and Douguy Boulevard;
Webb Drive	Webb Drive and Confederation Parkway;
Whitfield Terrace	Astwell Avenue and Whitfield Terrace;
Willow Way	Creditview Road and River Grove Avenue;
Willow Way	River Grove Avenue and Village View Place;
Winterton Way	Gulldwood Way and Ceremonial Drive;
Winterton Way	Ceremonial Drive and Mavis Road.

F.06.04.01 (A)

RECOMMEND ADOPTION

6. Report dated April 14, 1989 from the Commissioner of Public Works, with respect to the Annual St. Andrew's 10 km Road Race.

The St. Andrew's Church group represented by Mr. John Mooney will be holding their annual 10 km road race along with a 2 km fun run on June 17, 1989.

This will require a complete road closure of Port Street between Lakeshore Road and Elizabeth Street from 7:30 a.m. to 10:00 a.m., as well as Stavebank Road in the area of the church from 7:00 a.m. to 8:30 a.m. to allow for the start of the race.

Unlike previous years the finish for this race will be located on Port Street where the roadway will be completely closed to motorists. This will help to ensure the safety of the participants in addition to eliminating potentially dangerous conflicts that have previously arisen as a result of runners crossing Lakeshore Road traffic at Stavebank Road in order to finish.

The general race route will begin on Stavebank Road, head south to Lakeshore Road, west to a point just past Red Pine Crescent (Lorne Park Road/Lakeshore Road intersection will not be restricted to traffic), back east on Lakeshore Road to Enola Avenue and The Greenway back to Lakeshore Road, west to Oakwood Avenue, south to Wanita Road, west to Elmwood Avenue, north to Lakeshore Road, west to the finish on Port Street.

In order to minimize traffic delays during the race, the two south side lanes of Lakeshore Road will be utilized by the runners while the north side lanes will provide two-way traffic for motorists. All traffic control will be handled by the Peel Regional Police while the placement of fluorescent traffic cones will be handled by the race committee under Police supervision.

The Port Credit Business Association and the merchants of Stavebank Road and Port Street will be advised of the race route and closures, and as in previous years, letters indicating their support will be forwarded to the Public Works Department.

The Public Works Department will install advance notification signing and, at the applicants' expense, will supply a small number of emergency 'no parking' signs and barricades to be installed at the start of the race on Stavebank Road and on Port Street at the finish.

Mississauga Transit has been contacted and advised of the above road closures. Other emergency services will be notified prior to the event.

The St. Andrew's Church group has requested permission to restrict traffic on Lakeshore Road and to close a portion of Stavebank Road as well as Port Street on June 17, 1989 for the purpose of holding their annual 10 km road race and 2 km fun run. This has been thoroughly reviewed by City staff, Peel Regional Police and the applicant, and is satisfactory to all involved.

RECOMMENDATION:

That a by-law be enacted to implement the temporary closure of Stavebank Road in the area of St. Andrew's Church from 7:00 a.m. to 8:30 a.m. and Port Street from Hurontario Street to Elizabeth Street from 7:30 a.m. to 10:00 a.m. on Saturday, June 17, 1989 for the eight annual St. Andrew's 10 km road race, subject to the following conditions:

- (a) Completion of a road closure/restriction permit at least five days prior to the event;
- (b) Proof of liability insurance in the amount of at least two million dollars with the City named as co-insured;
- (c) Secured arrangements with the Peel Regional Police for race marshalling, traffic control and cone placement;
- (d) That any works undertaken by the Public Works Department other than the placement of advanced signing be at the expense of the applicant;
- (e) That letters be delivered to all residents of Enola Avenue, The Greenway, Oakwood Avenue, Wanita Road and Elmwood Avenue.

F.02.04.01

RECOMMEND ADOPTION

7. Report dated April 5, 1989 from the City Clerk, with respect to a conveyance by the City of Mississauga to the Peel Board of Education of part of the closed out Fifth Line West, South of Surveyor Road, Part 2, Plan 43R-9366.

Part of the Fifth Line West, South of Surveyor Road described as Parts 1 and 2 on Plan 43R-9366 was closed by the City in November 1981 by By-law 904-81. Part 2 on Plan 43R-9366 one half of the closed out road (33 ft.) was conveyed to the Peel Board of Education with the City retaining easements in favour of Hydro Mississauga.

As a result of the Peel Board of Education emplacing a boundary fence for the West Credit Secondary School, it became apparent that the buried Hydro Mississauga cable was not confined to the designated easement. In order not to disturb and relocate the power line and allow for the fence construction, it was agreed for the City to convey an additional 0.92 m (3 ft.) of the closed out Fifth Line West described as Part 1 on Plan 43R-15655 to the Peel Board of Education. The Peel Board of Education upon obtaining title to Part 1 on Plan 43R-15655 will grant an easement to Hydro Mississauga.

This arrangement has been reviewed and found acceptable to the Public Works Department.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a Deed of Land from the City of Mississauga to the Peel Board of Education for part of the closed Fifth Line West south of Surveyor Road, described as part 1 on Plan 43R-15655 and that the Peel Board of Education grant a permanent easement to Hydro Mississauga over Part 1 on Plan 43R-15655.

E.02.02.02.04

RECOMMEND ADOPTION

8. Report dated April 10, 1989 from the City Clerk, with respect to a storm sewer easement to the City of Mississauga from Ontario Hydro over Part 26 on Plan 43R-15972. (Registered Plan M-833, Cantay Holdings, Orlando Industrial Subdivision.)

To provide a storm outlet for the development of Registered Plan 43M-833, it was required that a storm channel be constructed by the developer across the Ontario Hydro corridor to outlet at Highway 410. A permanent easement is to be granted to the City by Ontario Hydro over the storm channel described as Part 26 on Plan 43R-15972.

The funding for the acquisition of the permanent easement in the amount of \$14,994.00 has been provided by the developer of Registered Plan 43M-833.

The location of the storm sewer easement has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a Grant of Easement from Ontario Hydro to the City of Mississauga over Part of Lot 6, Concession 2, East of Hurontario Street, designated as Part 26 on Plan 43R-15972 (north of Britannia Road East, east of Kennedy Road).

M-833

RECOMMEND ADOPTION

9. Report dated April 10, 1989 from the City Clerk, with respect to a proposed conveyance of a sanitary sewer easement to the Regional Municipality of Peel over part of Block A on Registered Plan 529.

Partial sale of Block A on Registered Plan 529 described as Parts 1 and 2 on Plan 43R-16093.

The City in the course of the partial sale of Block A on Registered Plan 529 described as Parts 1 and 2 on Plan 43R-16093 provided that Regional Municipality in December 1988 with a sanitary sewer easement over same.

11. Report dated April 12, 1989 from the City Clerk, with respect to the reconveyance of designated road allowance to Hammerson Mississauga Limited, Part 3, Plan 43R-10098, Plan File T-86041.

As a result of the new road configuration of City Centre Drive north of Robert Speck Parkway, certain lands which were acquired by the City for the original ring road concept within the Square One complex are no longer required for municipal purposes.

Hammerson Mississauga Limited has requested reconveyance of Part 3 on Plan 43R-10098 having an area of approximately 255 sq. m. (2,745 sq. ft.). These lands are to be incorporated into the development of the Mississauga City Centre being processed as Plan T-86041.

The Public Works Department have reviewed the request and have no objections to reconveying Part 3 on Plan 43R-10098 to Hammerson Mississauga Limited.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a Deed of Land in favor of Hammerson Mississauga Limited for part of Lot 16, Concession 2, North of Dundas Street designated as Part 3 on Reference Plan 43R-10098 (City Centre Drive/Rathburn Road West).

T-86041

RECOMMEND ADOPTION

12. Report dated April 13, 1989 from the City Clerk, with respect to an Encroachment Agreement on a public highway for property located at 209 Queen Street South.

As a condition of the sale of 209 Queen Street South which includes 6 and 8 Main Street, it was requested by the mortgagee that a legal survey be prepared which revealed an encroachment of the basement entrance and three light wells projecting on the municipal highway from that part of the building situated at 6 and 8 Main Street.

As the encroachment does not constitute a traffic hazard, the Public Works Department has no objection to the encroachment on Main Street provided that an appropriate Indemnification Agreement is entered into with the City by the owners of 209 Queen Street South which building also includes 6 & 8 Main Street.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of an Encroachment, Indemnity and Release Agreement dated April 6, 1989 submitted by Moo Yeal and Jong Soon Yoo in recognition of a partial encroachment of the building located at 209 Queen Street and 6 and 8 Main Street.

E.02.07.01 (K)

RECOMMEND ADOPTION

13. Traffic Safety Council Site Inspection Report pursuant to a request from the Director of Traffic and Transportation, Public Works Department, advising the Crossing Guard Supervisor is requesting the intersection at The Credit Woodlands and Dundas Street be studied to ascertain if an additional crossing guard is required. At present one crossing guard is located at this intersection. Due to the width of the roadway, presence of right turn lanes and increased volume of students, it is felt consideration should be given to locating two crossing guards at this intersection.

A site inspection was performed by members of the Traffic Safety Council on April 18, 1989 from 8:10 am to 9:00 am. which concluded that extremely heavy traffic, a large number of buses, 43 children crossed, one boy on a skateboard crossed again a red light, present Crossing Guard crossing children two ways in 'L' pattern.

RECOMMENDATION:

That a second Crossing Guard be placed at The Credit Woodlands and Dundas Street West, as warrants are met.

F.06.03.02.01

RECOMMEND ADOPTION

14. Traffic Safety Council Site Inspection Report pursuant to a request from the Director of Traffic and Transportation, Public Works Department, advising the Crossing Guard Supervisor is requesting the intersection at Glen Erin Drive and Burnhamthorpe Road be studied to ascertain if an additional crossing guard is required. At present one crossing guard is located at this intersection. Due to the width of the roadway, presence of right turn lanes and increased volume of students, it is felt consideration should be given to locating two crossing guards at this intersection.

A site inspection was performed by members of the Traffic Safety Council on April 25, 1989 from 8:15 am to 9:00 am. which concluded that very heavy traffic, extremely wide road, children should be using underpass, but all those asked said it took longer to use the underpass.

RECOMMENDATION:

That a second Crossing Guard be placed at Glen Erin Drive and Burnhamthorpe Road, as warrants are met.

F.06.03.02.01

RECOMMEND ADOPTION



Corporate Report

Received by
Clerk's Dept.

APR 25 1989

Clerk's Files

A.06.01 /

Originator's
Files

OPERATIONS/WORKS MAY 1 1989

DATE: April 20, 1989.
TO: CHAIRMAN & MEMBERS OF THE OPERATIONS & WORKS COMMITTEE
FROM: G. E. Bentley, Fire Chief
SUBJECT: 1988 Fire Department Annual Report

ORIGIN: Fire Department

COMMENTS: The information contained in the Annual Report summarizes the activities of the Fire Department for the year ending December 31st, 1988.

There were 6850 emergency calls handled during the year resulting in one fire death and an estimated dollar loss of \$5,710,954.00. The number of emergencies increased by 8.4% over 1987 figures and the fire loss is reduced significantly. There were thirteen (13) fires with losses over \$75,000.00, which accounted for 45% of the total estimated annual fire loss. A fire in an automotive warehouse at 29 Tannery Street resulted in \$750,000.00 damage and an eight (8) house subdivision fire on Savoy Crescent caused \$500,000.00 in fire loss. The statistics on other large loss fires are included in other parts of this report.

The single fire related death that occurred in 1988 was the result of a residential basement apartment fire on July 9 at 1323 Seagull Drive. The victim was Mr. L. J. Babineau, aged 26, and the cause was attributed to the careless use of smokers materials.

The average response time for all emergencies increased again marginally in 1988. The increase is considered to be the result of increased traffic congestion, construction activity and the effect of the newly developing areas being remote from existing fire stations. The control of traffic signals at busy intersections and the orderly placement of additional fire stations in growth areas will eventually reduce the response time.

COMMENTS CONT'D.

1(a)

During 1988 the Insurers Advisory Organization surveyed this municipality for the insurance industry to assess the municipalities fire defences in relative risk terms. This was a comprehensive study of all aspects of fire protection including management, equipment, manpower, communication systems, water supply, code enforcement, inspection practices, road patterns and building stock. We were extremely pleased with the final report which moved this municipality into a Class 2 position which is a very enviable rating for a growth City of our size and diversity. A separate report will be provided to Council on this subject.

Fire Station 16 located in leased facilities at 7033 Telford Way, Unit 24, was equipped and placed in service on December 5, 1988. Twenty staff members were hired in October and were given appropriate training prior to assignment throughout the system. This station will provide improved service to the Malton West Industrial area, as well as providing timely assistance to the Malton community.

The official opening of Phase 3 of the Training Centre was conducted by Mayor McCallion and Ward Councillor McKechnie on October 15, 1988. This facility provides classrooms and work areas for technical and practical instruction as well as specialized equipment repair shops and office space for our training staff.

Our Fire Prevention staff worked under extreme pressure throughout the year in maintaining appropriate service to the construction industry, as well as providing fire investigations and inspections on existing buildings for licencing, complaints or sale purposes. In addition the Division presented fire safety educational programs for over 3500 persons of all ages. Their detailed activities are included in this report.

District Chief Al Rogers, Captain Russ Biggart, Captain Ron Crossman, Captain Norm Plummer, Head Mechanic Don Dalzell and Firefighters Andy Milne and Roy Coates retired during 1988 after lengthy careers in the fire service. It is with a great sense of loss that we report the deaths of three of our staff members this past year. Captain Gregory Elchuk died as a result of a heart attack while working at home, Firefighter Brian Shaw as a result of an auto accident and his father Captain Joe Shaw died shortly after the new year from cancer. All of these people will be missed for their expertise and their individual contributions to the success of the department and to the service provided to this municipality.

13 members of the Fire Department received the Exemplary Fire Service Medal from the Government of Canada in recognition of their service to this City.

April 20, 1989.

H(h)

COMMENTS CONT'D.

This report provides me with the opportunity to express appreciation for the support given by Mayor McCallion, Members of Council, our City Manager and all of the Senior Management Team of the City.

In order to provide quality emergency service to this municipality we often require assistance from other departments and jurisdictions including the private sector. Appreciation is extended to the Office of the Fire Marshal, Peel Regional Police, Ontario Provincial Police, Ambulance Service, Hydro Mississauga, Consumers' Gas and the Lakeshore Fire Buffs Canteen Service, as well as many others that assist in varied ways during the year.

In conclusion, I once again commend our Officers and Staff for their professionalism in moving this department to the status that it has achieved in the fire service field.

RECOMMENDATION:

That the 1988 Annual Report of the Fire Department be received as information.

G.E. Bentley

G.E. Bentley
Fire Chief

GEB:cr
c.c. D. A. Lychak - City Manager
Doc. # 16061



Corporate Report

Received by
Clerk's Dept.

APR 25 1989

Clerk's Files

L.07.03.01

Originator's
Files

11 141 89045

OPERATIONS/WORKS MAY 1 1989

2

DATE: April 13, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Community Noise Survey of Residential Air Conditioners and Heat Pumps

ORIGIN: Letter dated March 10, 1989, from the Ministry of the Environment

COMMENTS: The Ministry of the Environment has established an Advisory Committee to undertake a Community Noise Survey of Residential Air Conditioners and Heat Pumps. Attached is a letter from the Ministry dated March 10, 1989, which is self-explanatory.

The Ministry is requesting financial participation in the project in the area of \$1,000.00 to \$3,000.00. We are of the opinion that this is a worthwhile project and we suggest that the City of Mississauga be included in one of the areas from where some of the 500 households will be selected. We would also suggest that the Ministry select a cross-section of various width lots in their experiment as we have everything from attached townhouses and semi-detached dwellings to single family detached units varying from approximately 30 ft. lot width to 100 ft. lot width. Also, the location of the air conditioner and/or heat pump should be varied from the side of the house to the rear of the house in order to evaluate if there is any difference as far as the noise from the unit is concerned resonating off walls and/or fences.

CONCLUSION: We feel that this is a worthwhile project and that the City of Mississauga should participate financially in the Study to the extent of \$2,000.00. Funds are available in the Subdivision Account revenue.

Chairman and Members of the
Operations and Works Committee

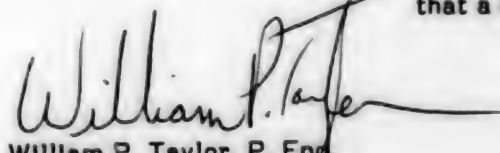
- 2 -

April 13, 1989

2(a)

RECOMMENDATION:

- a) That the Ministry of the Environment be advised that the City of Mississauga is prepared to participate in the Community Noise Survey of Residential Air Conditioners and Heat Pumps in the Summer of 1989 to the extent of a \$2,000.00 contribution on the basis that the City of Mississauga is represented in the trial area and that various size lots, housing configurations and locations are included in the survey as outlined in this report.
- b) That the Ministry of the Environment be so advised and that a copy of this report be forwarded to them.


William P. Taylor, P. Eng.
Commissioner
Public Works

Attach


0550E170E

Ministry of the Environment Ministère de l'Environnement

2(14) APPROVALS AND ENGINEERING

250 Davisville Avenue
Toronto, Ontario
M4S 1H2

250, avenue Davisville
Toronto (Ontario)
M4S 1H2

March 10, 1989

Mr. W.P. Taylor
Commissioner of Works
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

17 1989

WV-84/23/24

Dear Mr. Taylor:

RE: COMMUNITY NOISE SURVEY OF RESIDENTIAL
AIR CONDITIONER AND HEAT PUMPS

The Advisory Committee established by the Ministry of the Environment consisting of municipalities, the heating ventilating industry, consultants, the Consumers Association of Canada and the Approvals Branch of my Division initiated a community noise survey study to establish the reaction of occupants of residential dwellings to the noise produced by their neighbour's air conditioners or heat pumps.

This survey will be carried out in the summer of 1989, at about 500 households in the Metropolitan area. The survey will include noise measurements and an interview of the adjacent dwellings' occupants to establish a statistical correlation between sound level and human response.

The arrangements between members of this Advisory Committee was that the costs, estimated at \$40,000 total, be shared by the industry, municipalities and the Ministry. I am writing to you now with the request for co-operation in this community survey. The results of the project would undoubtedly be of benefit to your Department and your activities in controlling noise from residential heat pumps and central air conditioning units. Your contribution to the financing of the project to the extent of \$1,000 to \$3,000 would be most welcome. Any contribution to the operation of the field survey crew in the form of the work of a summer student would also be of great assistance.

I trust you will give the matter your consideration and that we would be able to count on the City of Mississauga's participation in this useful survey.

Yours very truly,



C.E. McIntyre, P.Eng.
Executive Director



Corporate Report

Received by
Clark's Dept.

APR 25 1989

Clark's Files

M-0379

3

Originator's
Files

M-379

11-141-00045

OPERATIONS/WORKS MAY 1 1989

DATE: April 13, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal services for Penny Lane Residential Subdivision, Plan 43M-379, located east of Finch Avenue and south of Darcel Avenue (sketch attached).

ORIGIN: Engineering Agreement dated June 3, 1980 between Centerville Estates (3625 Dufferin Street, Suite 503, Downsview, Ontario M3K 1N4) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: Plan 43M-379 consists of twenty single family residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of the municipal services.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works within Plan 43M-379 and return the remaining securities to the developer.

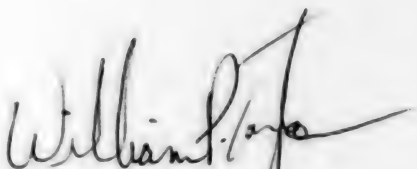
...../cont'd

April 13, 1989

3(a)

RECOMMENDATION: That the City of Mississauga:

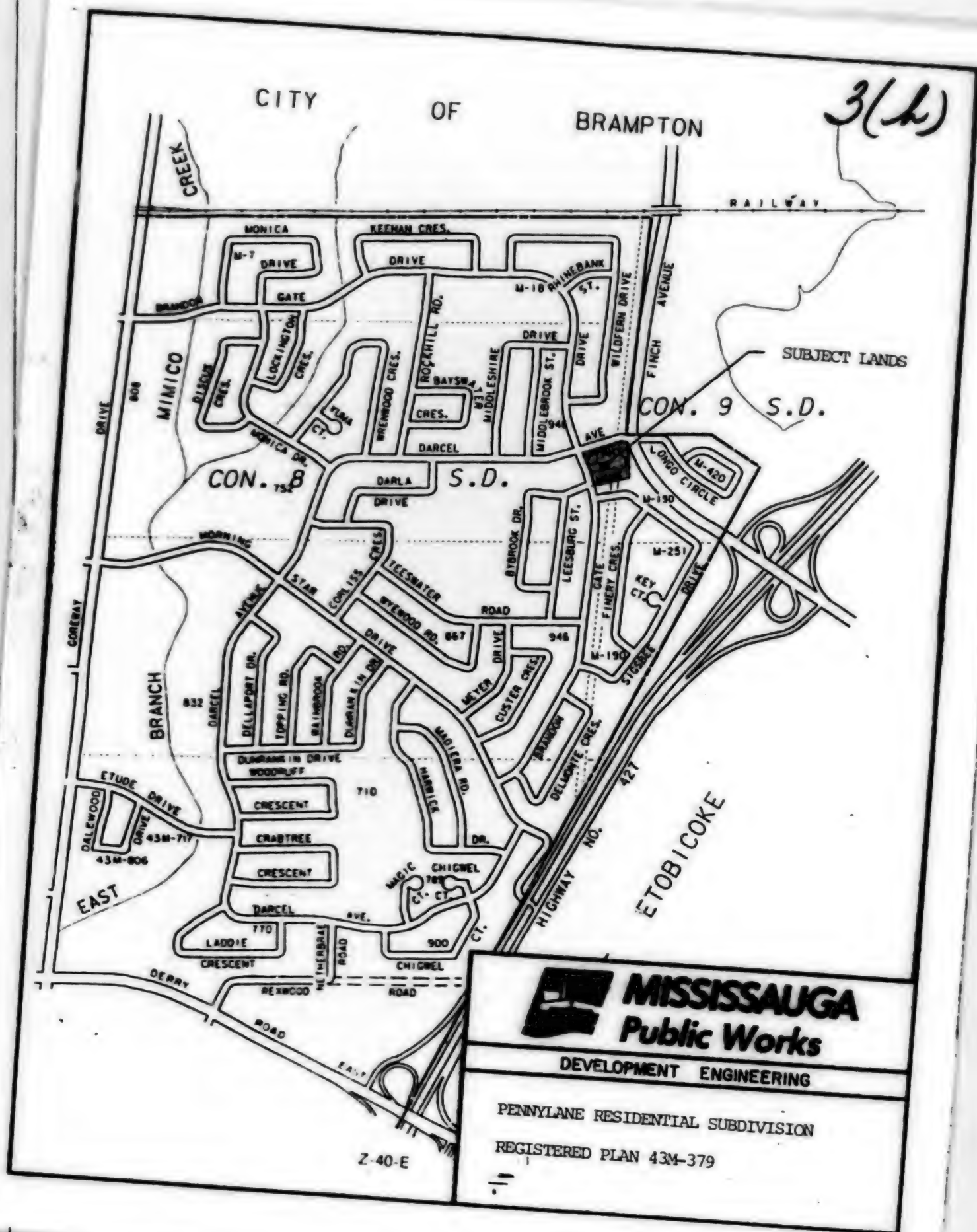
- a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Penny Lane Residential Subdivision, Plan 43M-379, located west of Finch Avenue and south of Darcel Avenue,
- b) return the Letter of Credit (current value \$35,567.00) securing the Engineering Agreement for Plan 43M-379 to the developer, Centerville Estates Limited,
- c) enact a by-law establishing the road allowance within Plan 43M-379 as public highway and part of the municipal system of the City of Mississauga.



W. P. Taylor, P. Eng.
Commissioner
Public Works Department

WPT
0925E/223E
Enclosure

3(h)





Corporate Report

Received by
Clerk's Dept.

APR 25 1989

Clerk's Files

F.02.07.01

Originator's
Files

11 141 00045
12 111 00014

4

OPERATIONS/WORKS MAY 1 1989

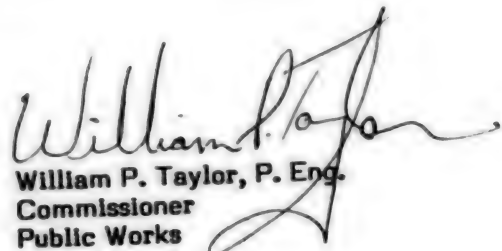
DATE: April 6, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, Commissioner of Public Works
SUBJECT: The name "Maligaya" as a proposed street name to be used in the City of Mississauga


ORIGIN: Letter from Mr. Mel Villanueva, President of the Maligaya Association, dated January 25, 1989.

COMMENTS: Mr. Mel Villanueva, President of the Maligaya Association, forwarded a letter to Councillor Ted Southorn requesting that a street be named after the Maligaya Association.

The name "Maligaya" was reviewed by the Region of Peel Street Names Committee at its meeting of April 5, 1989 and the name was approved.

RECOMMENDATION: That "Maligaya" be approved as a street name and be placed on the City of Mississauga Reserve List and Mr. Mel Villanueva, President of the Maligaya Association, be so advised.


William P. Taylor, P. Eng.
Commissioner
Public Works

 PPT/gb

0942E/0259E



Corporate Report

Received by
Clerk's Dept.

APR 25 1989

5

Clerk's Files

F.060401.A

Originator's
Files

11 141 00045
11 161 00011
13 211 000201

OPERATIONS/WORKS MAY 1 1989

DATE: April 11, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Through Highway Designations.

ORIGIN: Public Works Department.

COMMENTS: A draft by-law has been prepared to incorporate into Schedule 10 of By-law 444-79, as amended, revised through highway designations within recently approved plans of subdivisions:

STREET:

BETWEEN:

Abilene Drive	Kennedy Road and Abilene Drive;
Alstep Drive	Menway Court and Alstep Drive;
Ambassador Drive	Highway 10 and Kennedy Road;
Amesbury Avenue	Guildwood Way and Ceremonial Drive;
Bancroft Drive	Second Line West and Bancroft Drive;
Central Parkway West	Confederation Parkway and Central Parkway West;
Central Parkway West	Joan Drive and Confederation Parkway
Ceremonial Drive	McLaughlin Road and Ceremonial Drive;
Commonwealth Circle	Redmond Road (north leg) and Redmond Road (south leg);
Douguy Boulevard	Britannia Road West and Bancroft Drive;
Duford Drive	Wandale Drive and Bancroft Drive;
Elderview Court	Warrendale Gate and Warrendale Gate;
Erin Centre Boulevard	Erin Mills Parkway and Glen Erin Drive;
Fairview Road West	Confederation Parkway and Fairview Road West;

5(a)

Fairwind Drive	Ceremonial Drive and Heritage Hills Boulevard;
Fairwind Drive	Bristol Road and Ceremonial Drive;
Fordmill Road	Manor Hill Drive and Robinwood Court;
Forest Hill Drive	Erin Centre Boulevard (east leg) and Erin Centre Boulevard (west leg);
Forest Hill Drive	Erin Centre Boulevard and Forest Hill Drive;
Forest Ridge Drive	Erin Centre Boulevard and Silverwood Drive;
Guildwood Way	Eglinton Avenue West and Ceremonial Drive;
Guildwood Way	Ceremonial Drive and Bristol Road West;
Heritage Hills	Ceremonial Drive and Fairwind Drive;
Heritage Hills	Fairwind Drive and Swiftcurrent Trail;
Ivendale Drive	Second Line West and Ivendale Drive;
Ivendale Drive	Second Line West and Douguy Boulevard;
Killaby Drive	Douguy Boulevard and Cayeswood Court;
Manor Hill Drive	Forest Hill Drive and Manor Hill Drive;
Meadowpine Boulevard	Fifth Line West and Meadowpine Boulevard;
Montclair Drive	Forest Hill Drive and Rosegate Drive;
Redmond Road	Webb Drive and Central Parkway West;
Redmond Road	Central Parkway West and Fairview Road West;
Richborough Drive	Ceremonial Drive and Whitfield Terrace;
Robinwood Court	Fordmill Road and Fordmill Road;
Rosegate Drive	Forest Hill Drive and Montclair Drive;
Second Line West	Limit of road - west and Britannia Road West;
Second Line West	Britannia Road and Eglinton Avenue West;
Silverwood Drive	Forest Hill Drive and Forest Ridge Drive;
Swinbourne Drive	Bancroft Drive and Douguy Boulevard;
Webb Drive	Webb Drive and Confederation Parkway;

Whitfield Terrace	Astwell Avenue and Whitfield Terrace;
Willow Way	Creditview Road and River Grove Avenue;
Willow Way	River Grove Avenue and Village View Place;
Winterton Way	Guildwood Way and Ceremonial Drive;
Winterton Way	Ceremonial Drive and Mavis Road.

CONCLUSION:

The subdivisions have been reviewed and the necessary through highways are recommended for inclusion in By-law 444-79. This will mean that traffic entering the through streets from a side street will be required to stop.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to establish the designation of through highways on the following roads:

STREET:

BETWEEN:

Abilene Drive	Kennedy Road and Abilene Drive;
Alstep Drive	Menway Court and Alstep Drive;
Ambassador Drive	Highway 10 and Kennedy Road;
Amesbury Avenue	Guildwood Way and Ceremonial Drive;
Bancroft Drive	Second Line West and Bancroft Drive;
Central Parkway West	Confederation Parkway and Central Parkway West;
Central Parkway West	Joan Drive and Confederation Parkway
Ceremonial Drive	McLaughlin Road and Ceremonial Drive;
Commonwealth Circle	Redmond Road (north leg) and Redmond Road (south leg);
Douguy Boulevard	Britannia Road West and Bancroft Drive;
Duford Drive	Wandale Drive and Bancroft Drive;
Elderview Court	Warrendale Gate and Warrendale Gate;
Erin Centre Boulevard	Erin Mills Parkway and Glen Erin Drive;
Fairview Road West	Confederation Parkway and Fairview Road West;
Fairwind Drive	Ceremonial Drive and Heritage Hills Boulevard;

5(c)

Fairwind Drive	Bristol Road and Ceremonial Drive;
Fordmill Road	Manor Hill Drive and Robinwood Court;
Forest Hill Drive	Erin Centre Boulevard (east leg) and Erin Centre Boulevard (west leg);
Forest Hill Drive	Erin Centre Boulevard and Forest Hill Drive;
Forest Ridge Drive	Erin Centre Boulevard and Silverwood Drive;
Guildwood Way	Eglinton Avenue West and Ceremonial Drive;
Guildwood Way	Ceremonial Drive and Bristol Road West;
Heritage Hills	Ceremonial Drive and Fairwind Drive;
Heritage Hills	Fairwind Drive and Swiftcurrent Trail;
Ivandale Drive	Second Line West and Ivandale Drive;
Ivandale Drive	Second Line West and Douguy Boulevard;
Killaby Drive	Douguy Boulevard and Cayeswood Court;
Manor Hill Drive	Forest Hill Drive and Manor Hill Drive;
Meadowpine Boulevard	Fifth Line West and Meadowpine Boulevard;
Montclair Drive	Forest Hill Drive and Rosegate Drive;
Redmond Road	Webb Drive and Central Parkway West;
Redmond Road	Central Parkway West and Fairview Road West;
Richborough Drive	Ceremonial Drive and Whitfield Terrace;
Robinwood Court	Fordmill Road and Fordmill Road;
Rosegate Drive	Forest Hill Drive and Montclair Drive;
Second Line West	Limit of road - west and Britannia Road West;
Second Line West	Britannia Road and Eglinton Avenue West;
Silverwood Drive	Forest Hill Drive and Forest Ridge Drive;

April 11, 1989.

5(d)

Swinbourne Drive

Webb Drive

Whitfield Terrace

Willow Way

Willow Way

Winterton Way

Winterton Way

Bancroft Drive and Douguy Boulevard;

Webb Drive and Confederation Parkway;

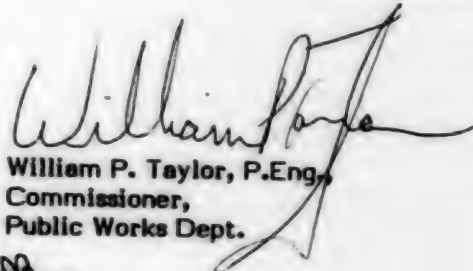
Astwell Avenue and Whitfield Terrace;


Creditview Road and River Grove Avenue;

River Grove Avenue and Village View
Place;

Guildwood Way and Ceremonial Drive;

Ceremonial Drive and Mavis Road.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

/dab
0594E

~~W-2~~

WEST

DATE: 7/20/2011

RCAC

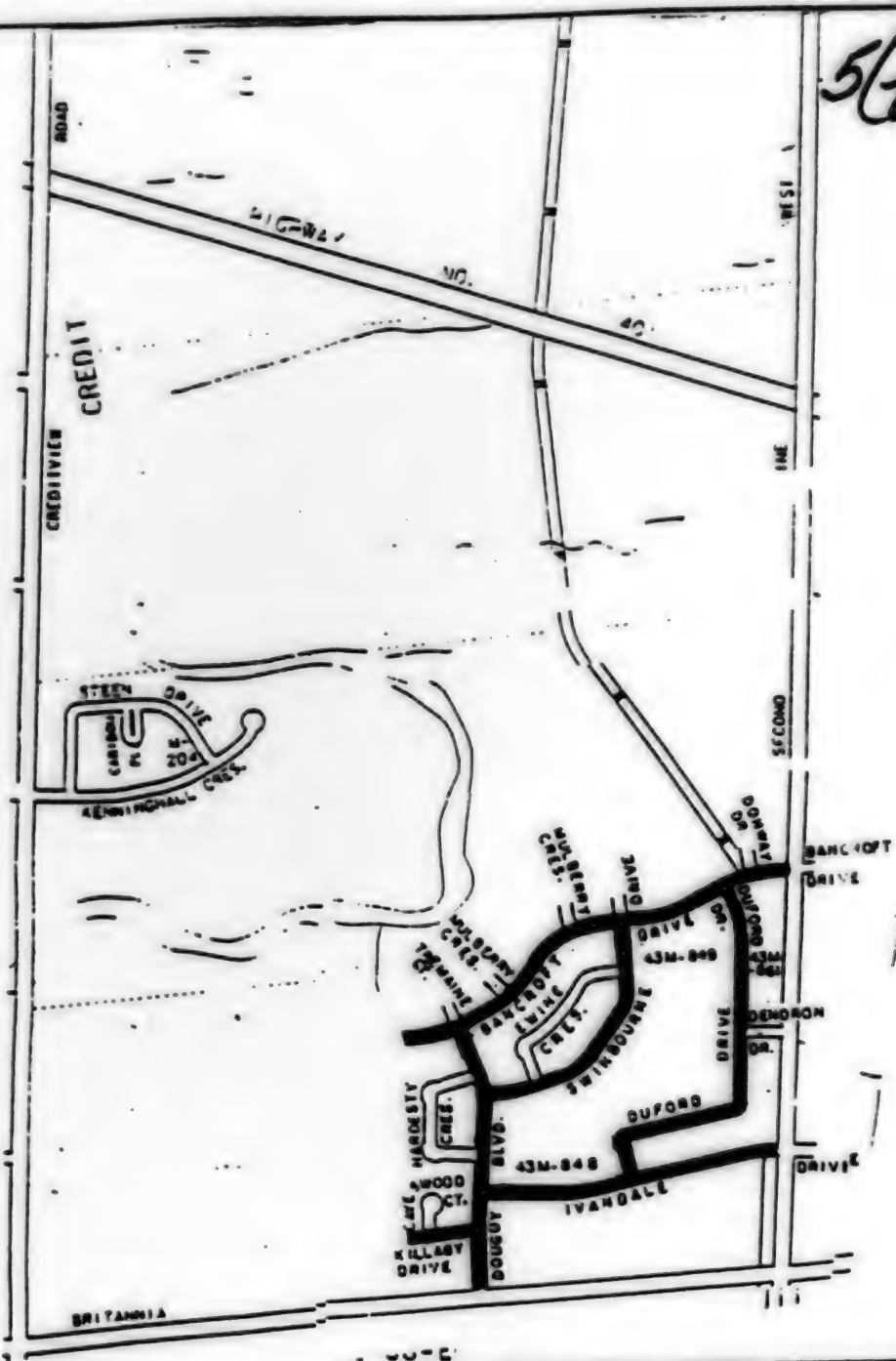
Z-37-E

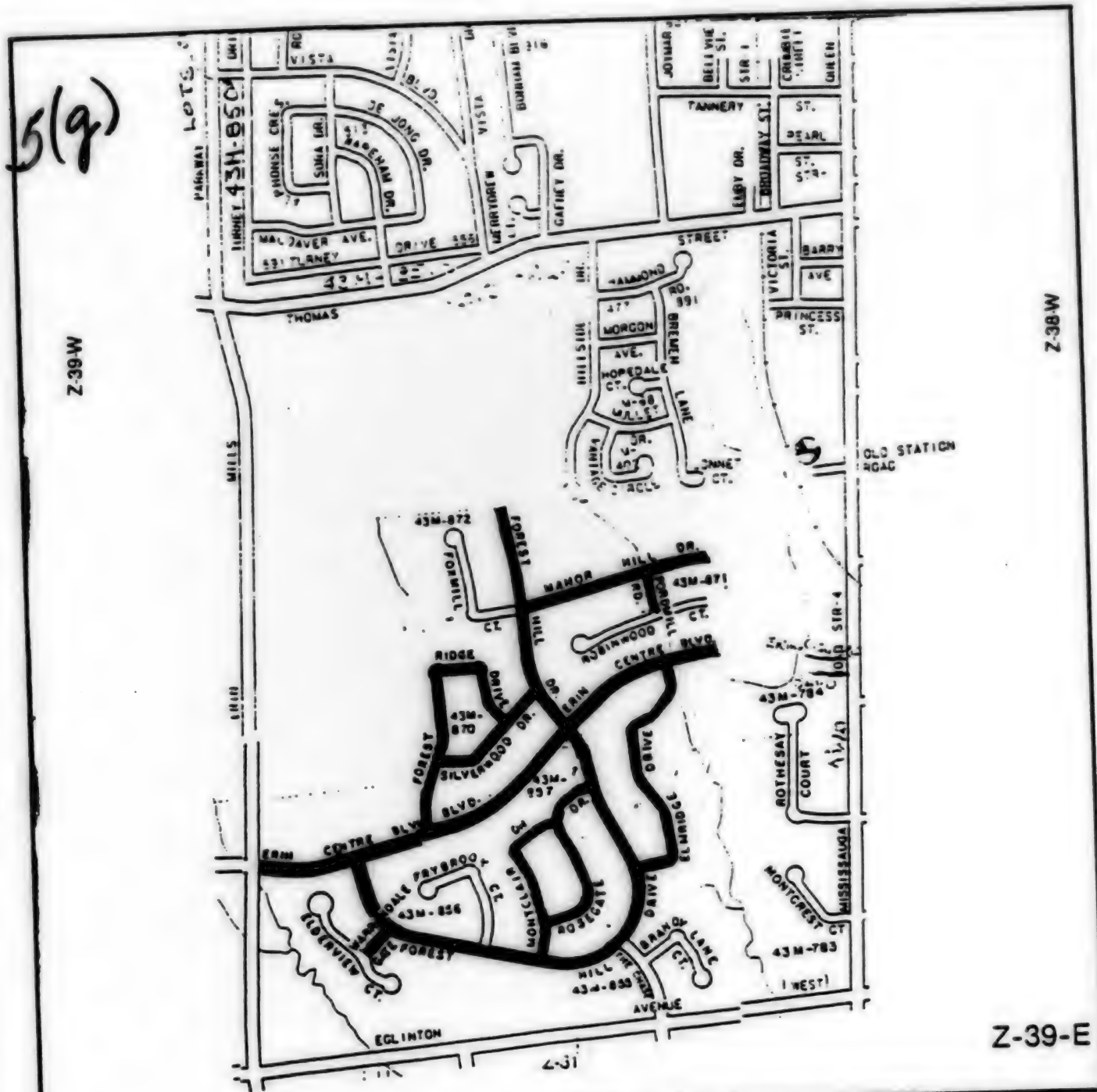
Z-29

**MISSISSAUGA**
Public Works

TRAFFIC & TRANSPORTATION

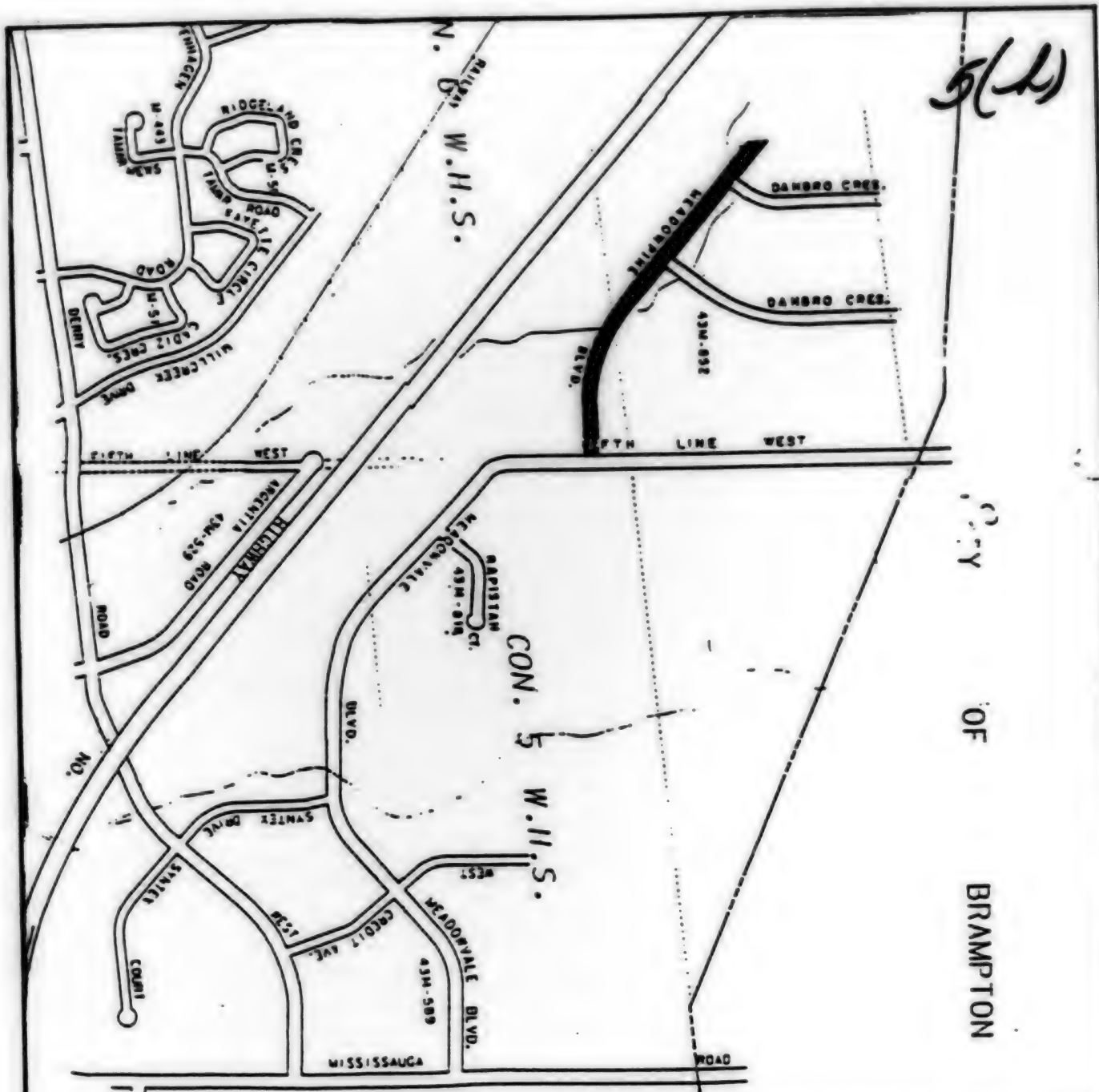
Z-45-W





MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

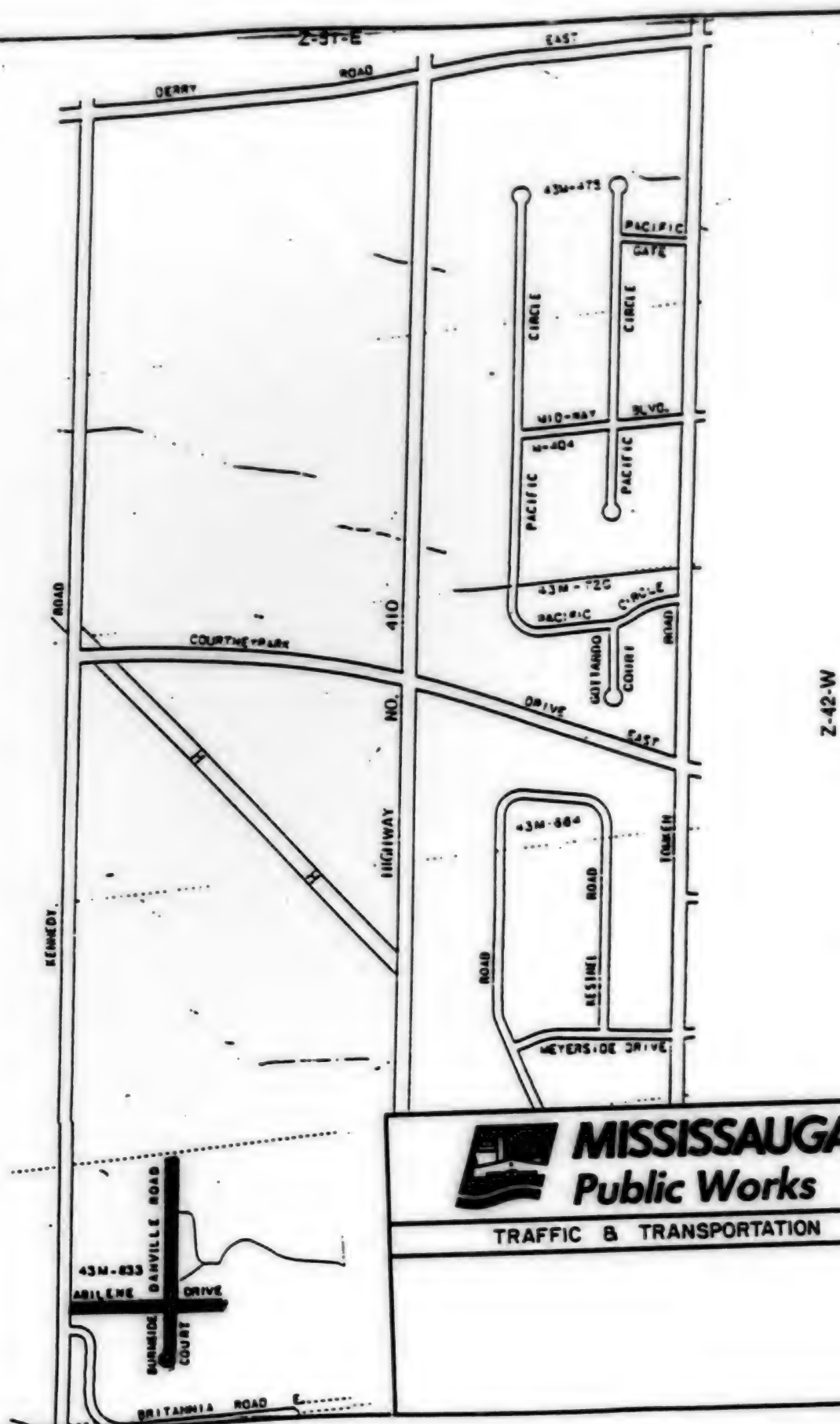


M-53-Z



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

$$h(i)$$


MISSISSAUGA

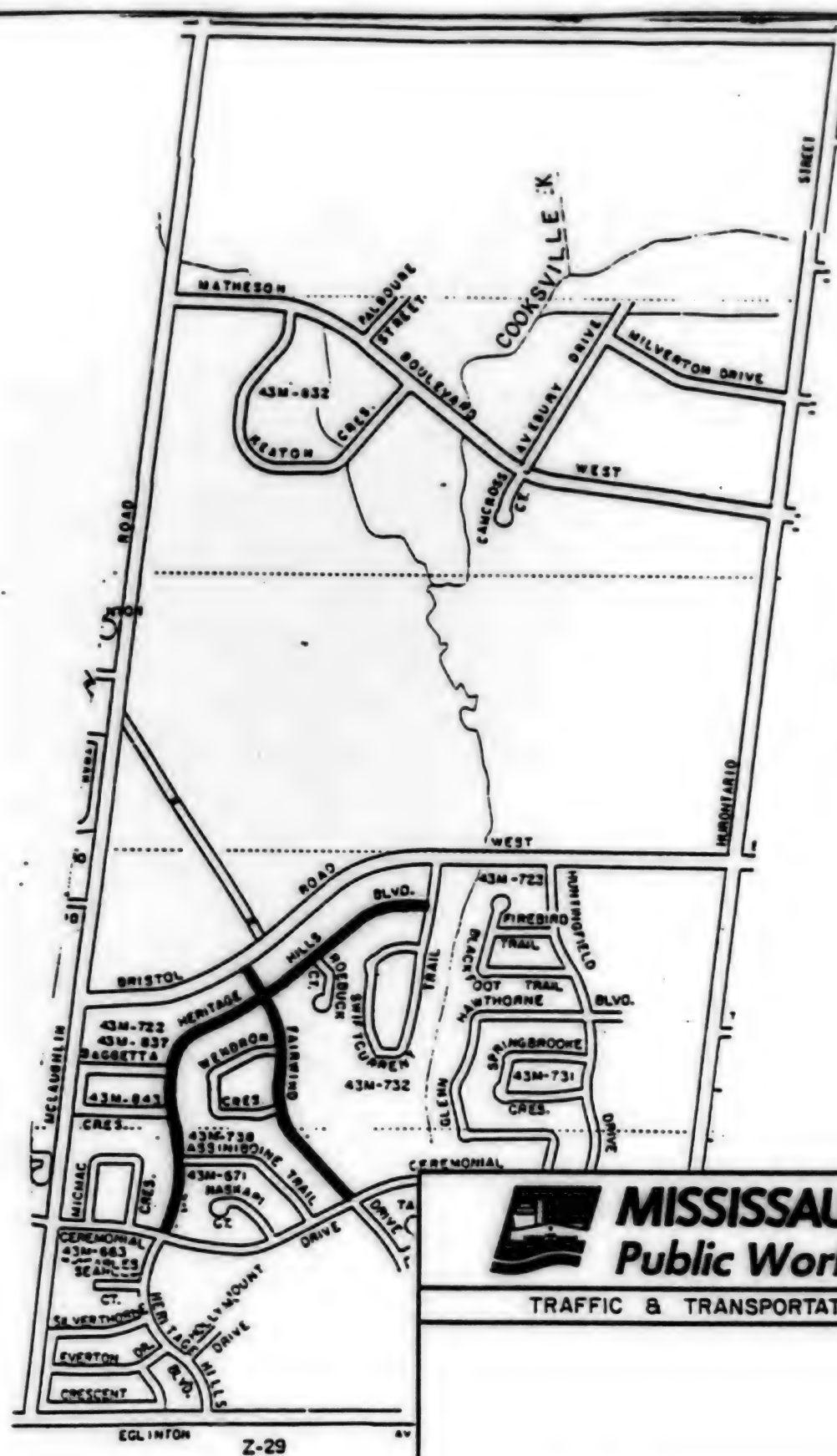
Public Works

TRAFFIC & TRANSPORTATION

5(j)

Z-37-W

Z-36-W



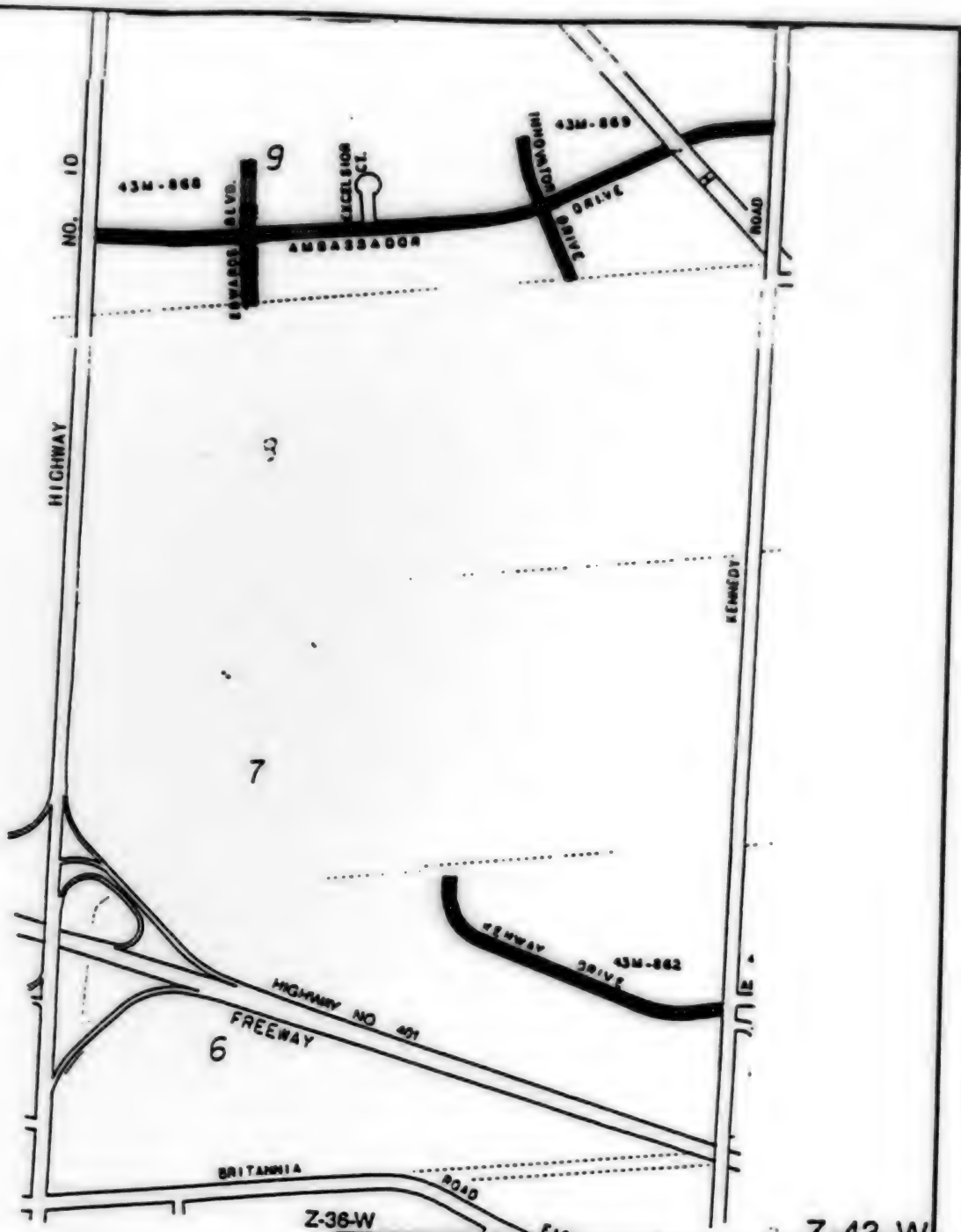
MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

Z-29

5 (k)

Z-44-E



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

Z-43-W

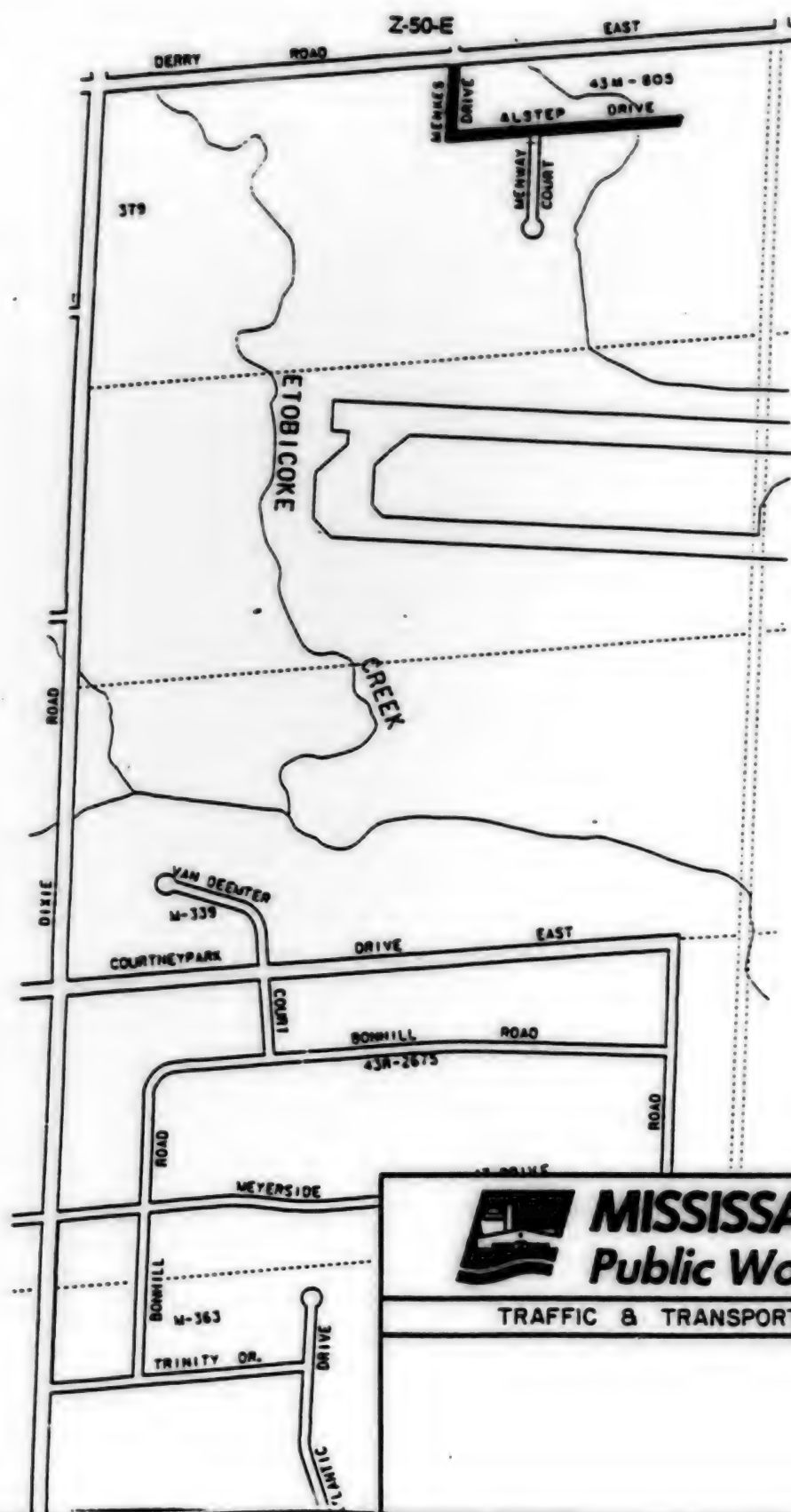
5(1)



MISSISSAUGA

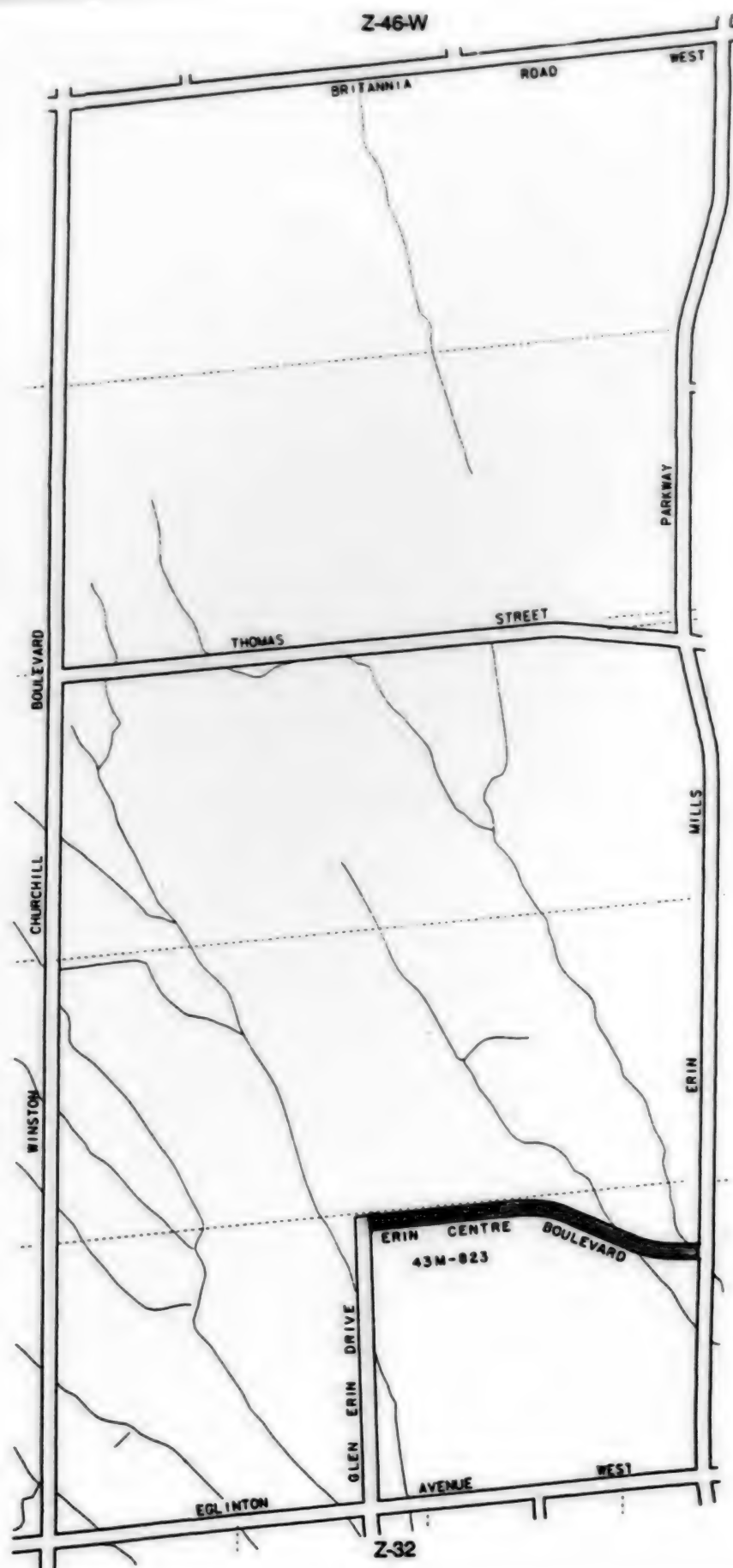
Public Works

TRAFFIC & TRANSPORTATION

$$g(m)$$


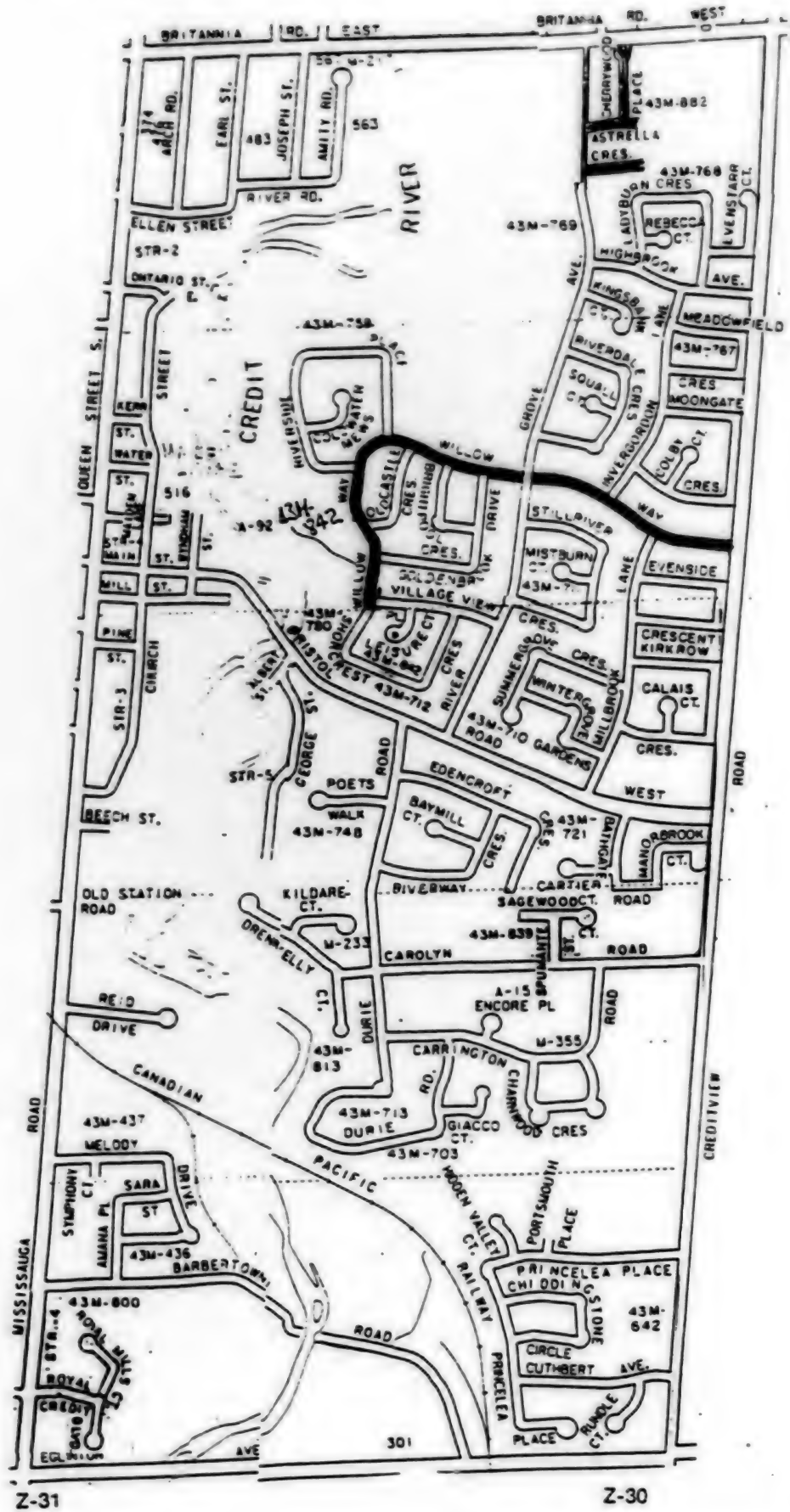
4





5(p)

5(8)



Z-45-W

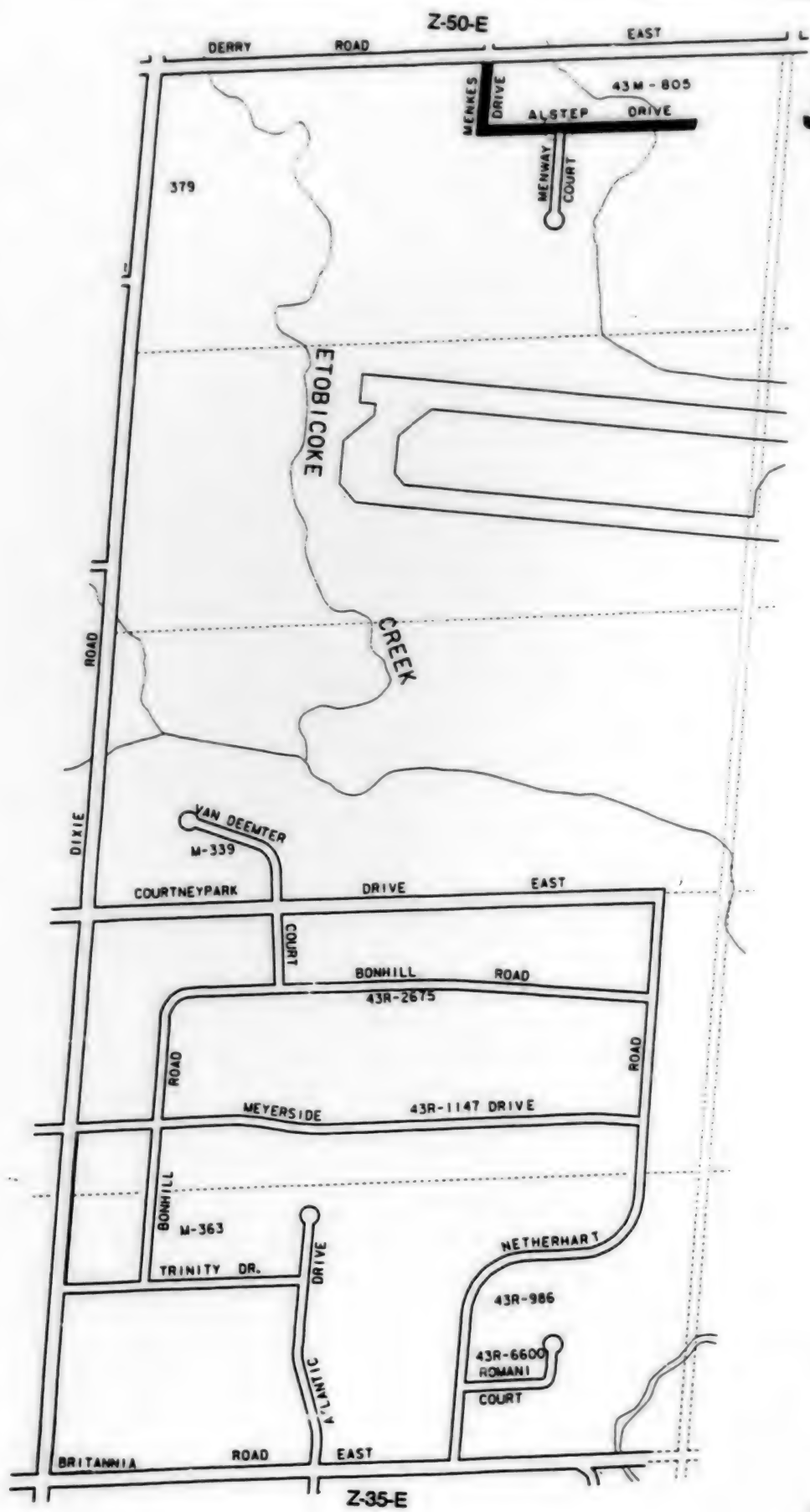
Z-39-E

Z-38-E

Z-38-W

Z-30

Z-31



5(12)

Z-41W

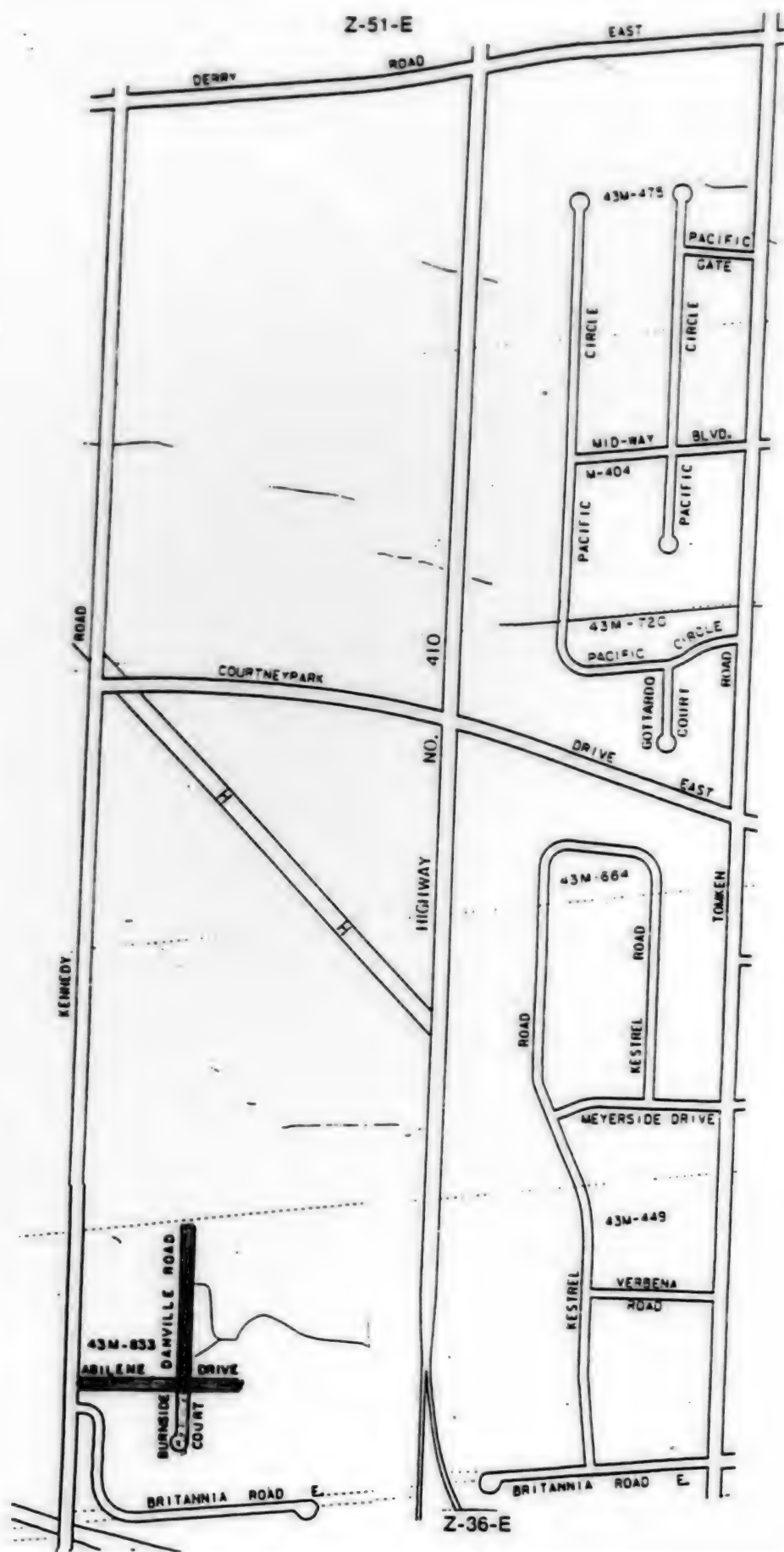
Z-42-E

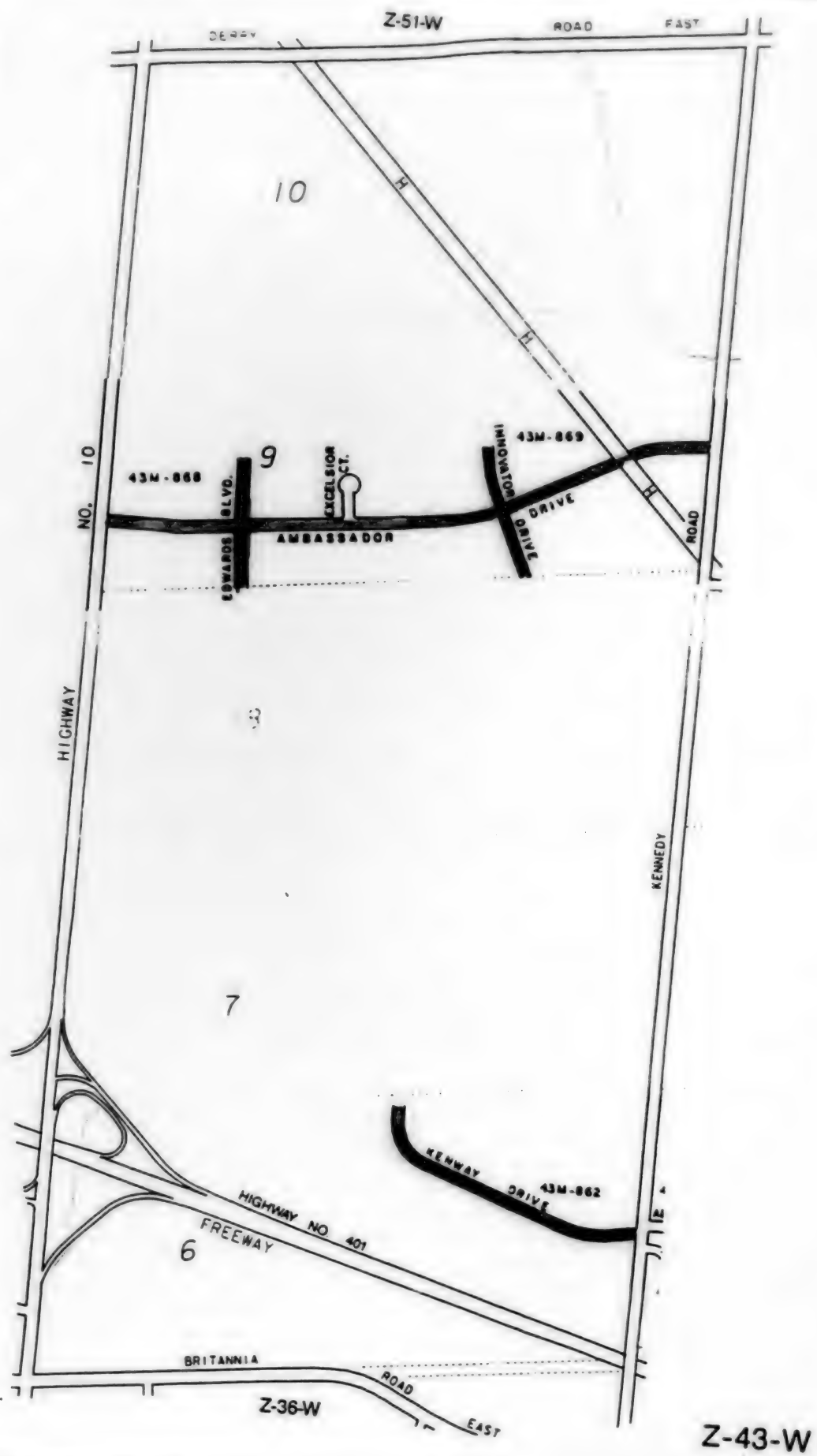
Z-35-E

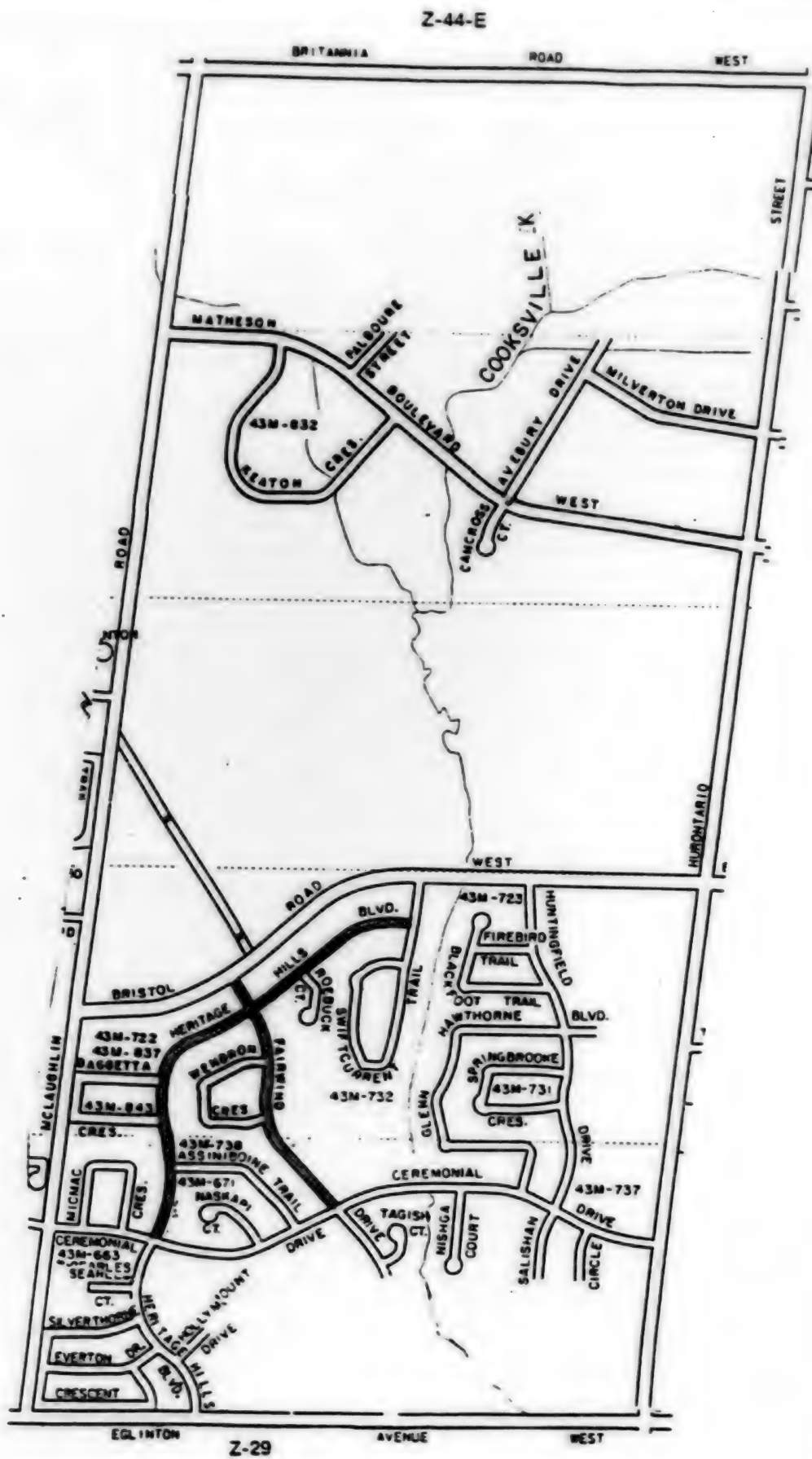
Z-29



Z-22



$$5(\mu)$$




5(w)

BRAMPTON

OF

CITY

Z-53-W

CON. 5 W.H.S.

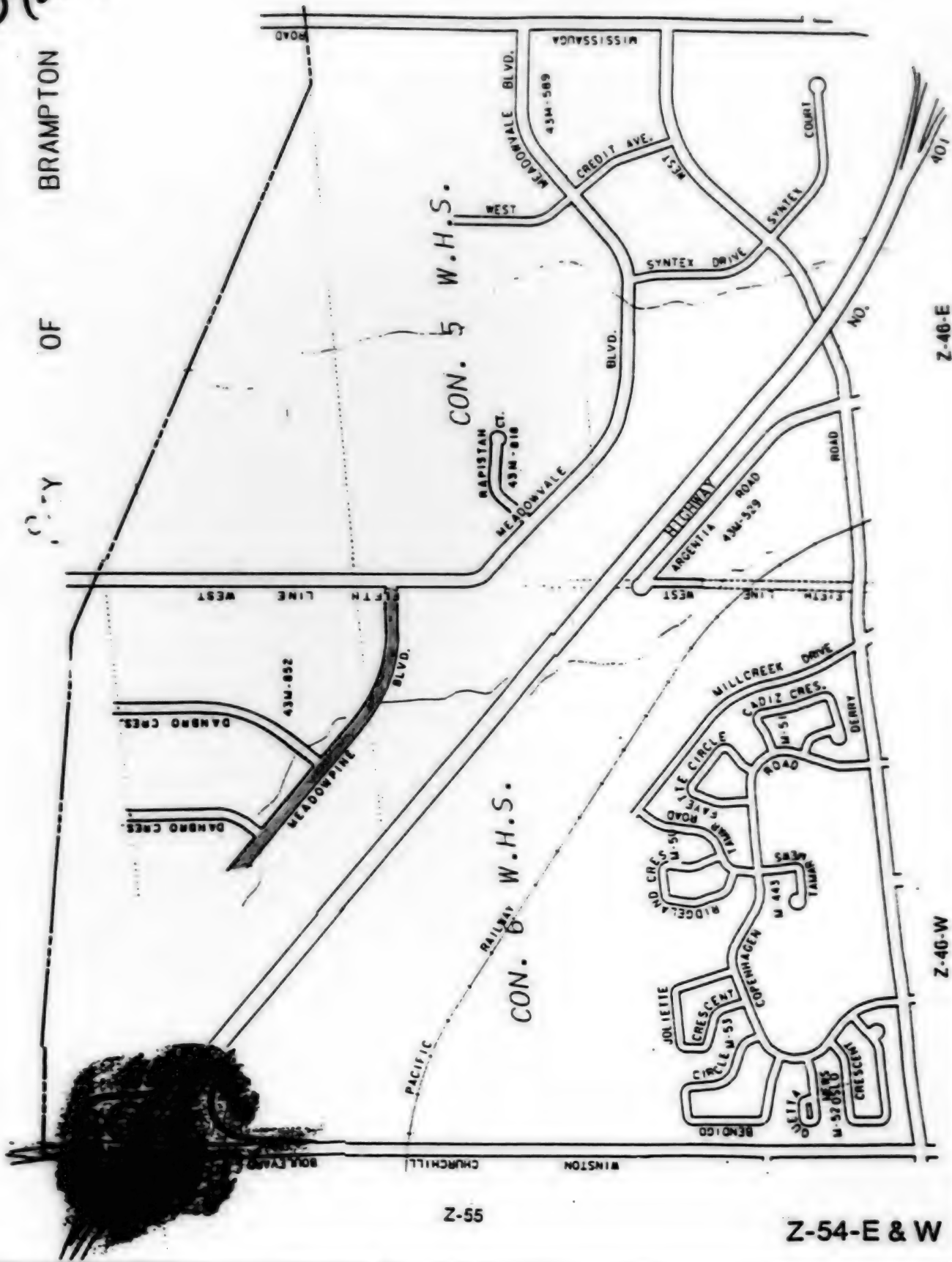
CON. 6 W.H.S.

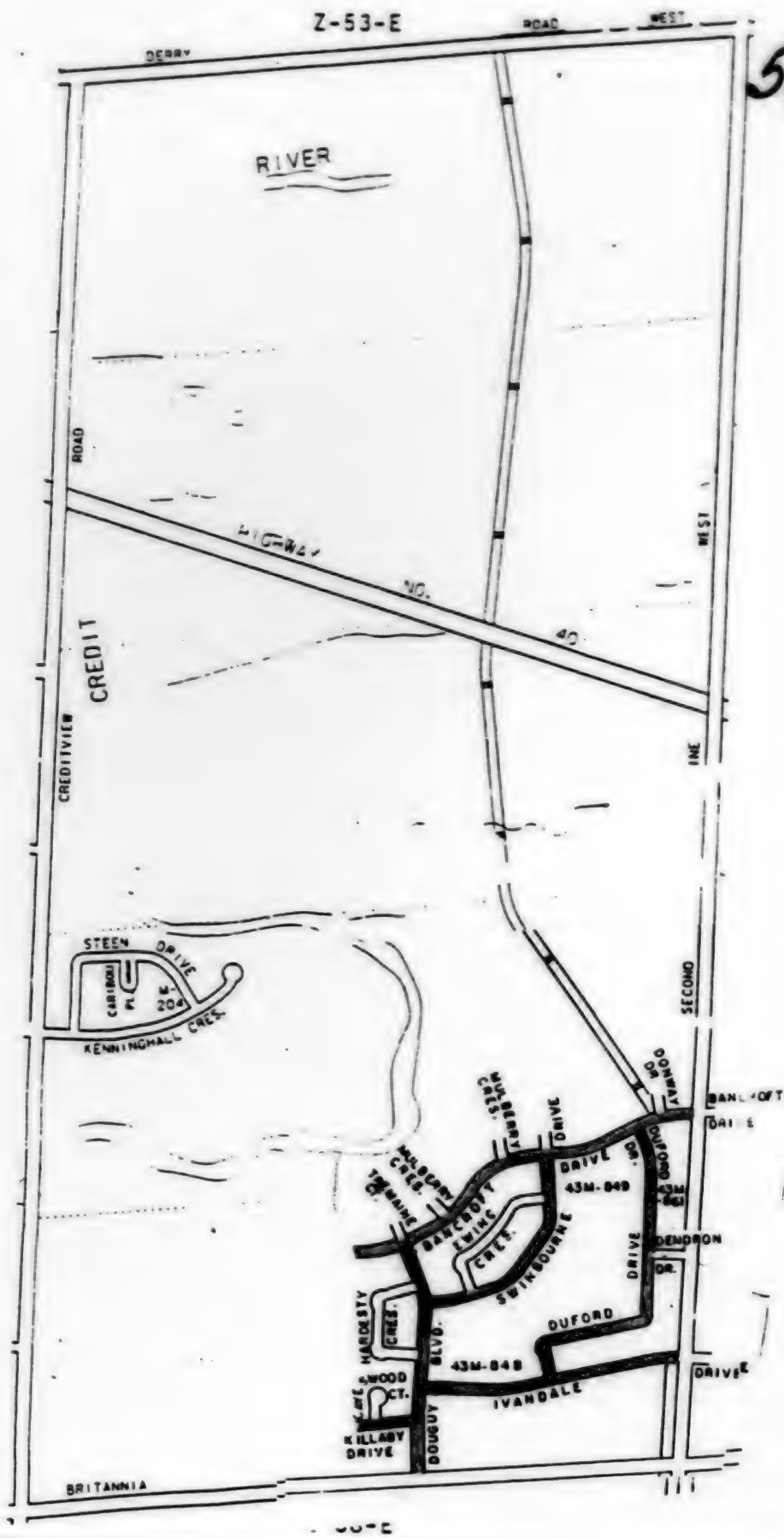
Z-46-E

Z-46-W

Z-54-E & W

Z-55



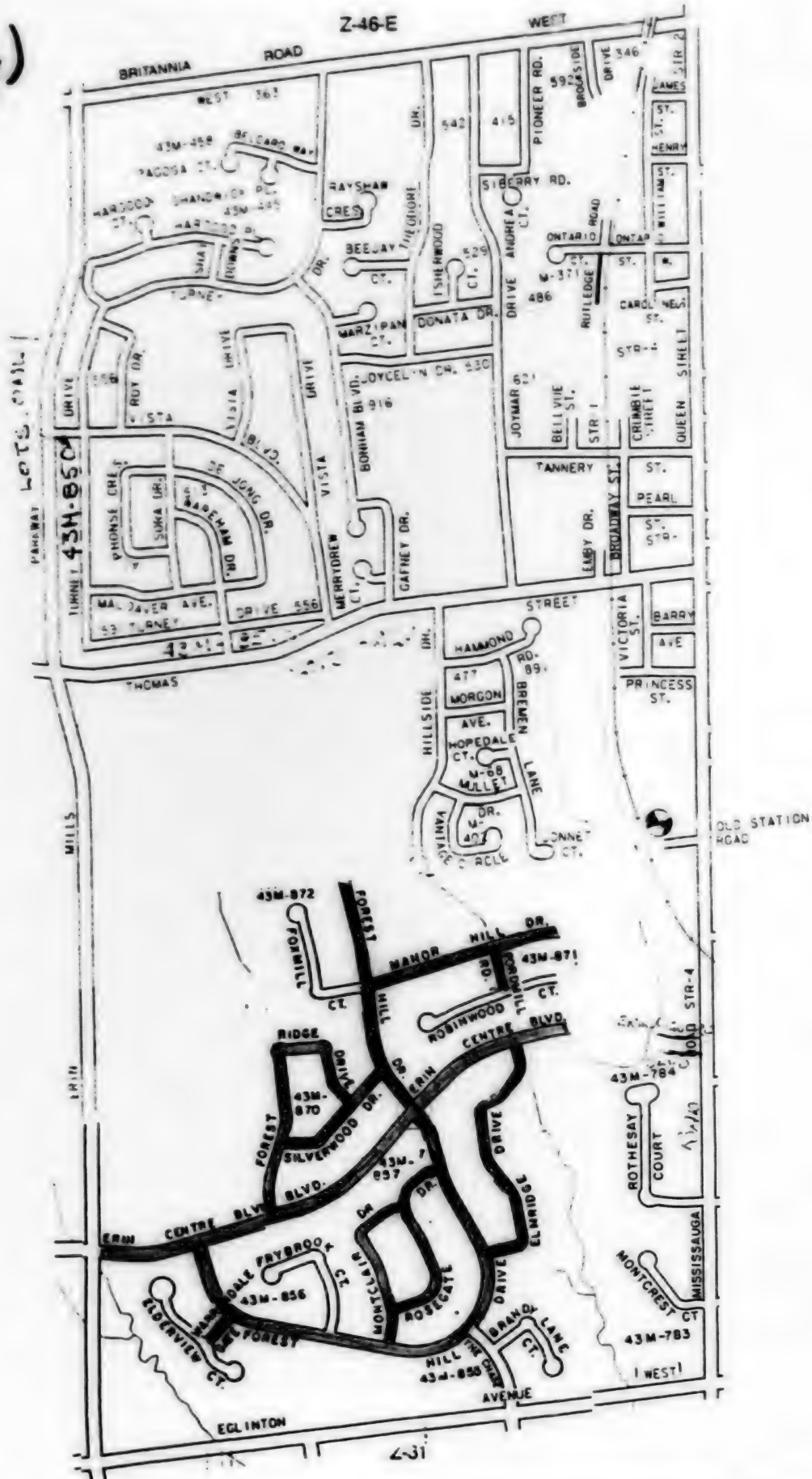


Z-45-W

Z-44-W

Z-45-E

5(4)



Z-39-E



Corporate Report

6
OPERATIONS/WORKS MAY 1 1989

Received by
Clerk's Dept.

APR 25 1989

Clerk's Files

F.02.0401

Originator's
Files

11 141 00045
11 161 00011
13 211 89223

DATE: April 14, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Annual St. Andrew's 10 km Road Race.

ORIGIN: Mr. John Mooney, Media and Public Relations, St. Andrew's Memorial Presbyterian Church, 24 Stavebank Road North, Mississauga.

COMMENTS: The St. Andrew's Church group represented by Mr. John Mooney will be holding their annual 10 km road race along with a 2 km fun run on June 17, 1989.

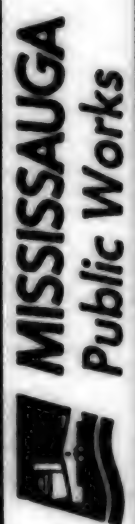
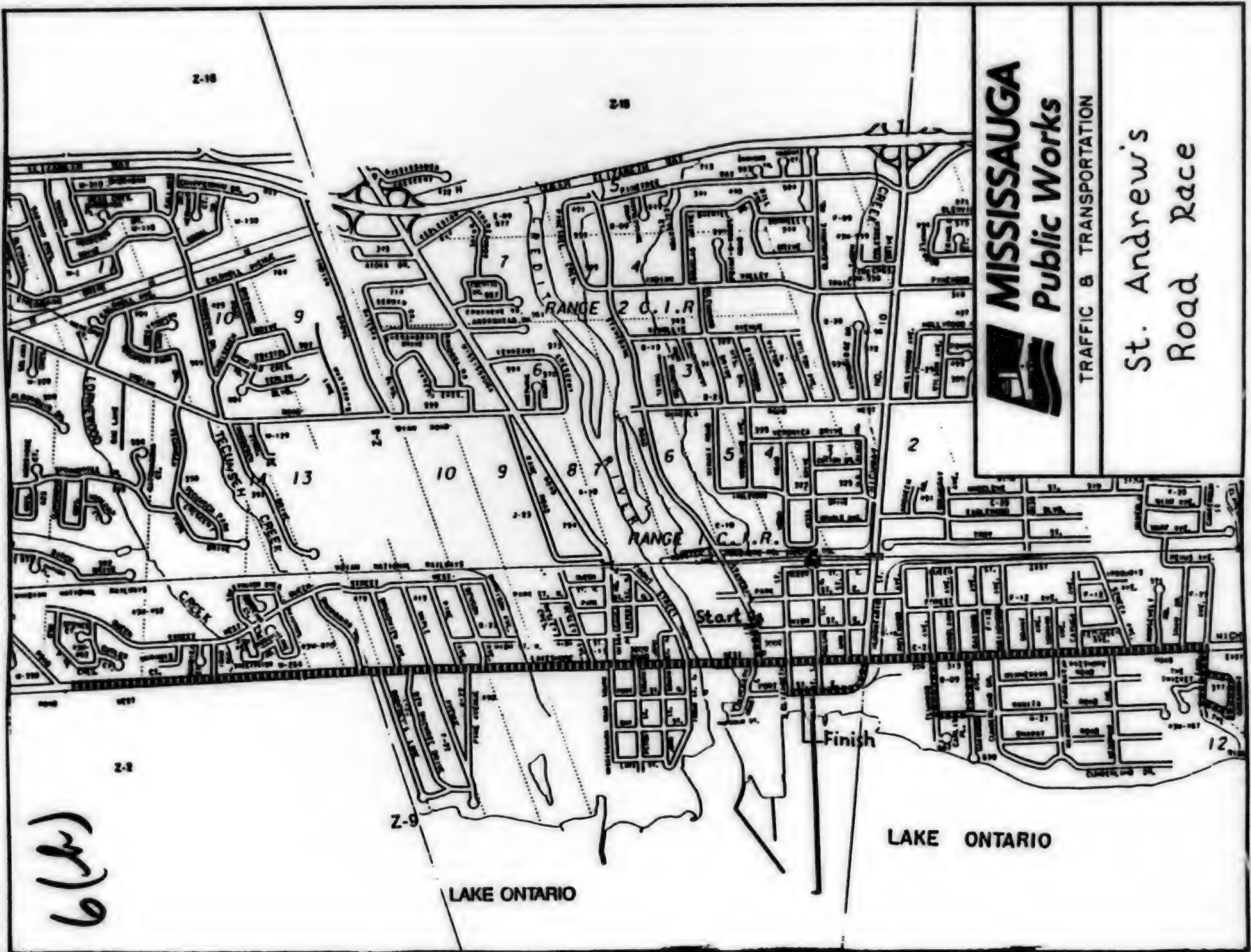
This will require a complete road closure of Port Street between Lakeshore Road and Elizabeth Street from 7:30 a.m. to 10:00 a.m., as well as Stavebank Road in the area of the church from 7:00 a.m. to 8:30 a.m. to allow for the start of the race.

Unlike previous years the finish for this race will be located on Port Street where the roadway will be completely closed to motorists. This will help to ensure the safety of the participants in addition to eliminating potentially dangerous conflicts that have previously arisen as a result of runners crossing Lakeshore Road traffic at Stavebank Road in order to finish.

The general race route will begin on Stavebank Road, head south to Lakeshore Road, west to a point just past Red Pine Crescent (Lorne Park Road/Lakeshore Road intersection will not be restricted to traffic), back east on Lakeshore Road to Enola Avenue and The Greenway back to Lakeshore Road, west to Oakwood Avenue, south to Wanita Road, west to Elmwood Avenue, north to Lakeshore Road, west to the finish on Port Street.

In order to minimize traffic delays during the race, the two south side lanes of Lakeshore Road will be utilized by the runners while the north side lanes will provide two-way traffic for motorists. All traffic control will be handled by the Peel Regional Police while the placement of fluorescent traffic cones will be handled by the race committee under Police supervision.

...../2



TRAFFIC & TRANSPORTATION

St. Andrew's
Road Race



Corporate Report

Received by
Clerk's Dept.

Clerk's Files E.02.02.02.04

Originator's
Files

7

OPERATIONS/WORKS MAY 1 1989

DATE: April 5, 1989

TO: Chairman and Members
of the Operations and Works Committee

FROM: Terence L. Julian
City Clerk

SUBJECT: Proposed additional conveyance by the City to the Peel Board of
Education of part of the closed out Fifth Line West, South of
Surveyor Road, Part 1, Plan 43R-15655.

ORIGIN: Conveyance by the City to the Peel Board of Education of part of
the closed out Fifth Line West, South of Surveyor Road, Part 2,
Plan 43R-9366.

COMMENTS: Part of the Fifth Line West, South of Surveyor Road described as
Parts 1 and 2 on Plan 43R-9366 was closed by the City in
November 1981 by By-law 904-81. Part 2 on Plan 43R-9366 one
half of the closed out road (33 ft.) was conveyed to the Peel Board
of Education with the City retaining easements in favour of Hydro
Mississauga.

As a result of the Peel Board of Education emplacing a boundary
fence for the West Credit Secondary School, it became apparent
that the buried Hydro Mississauga cable was not confined to the
designated easement. In order not to disturb and relocate the
power line and allow for the fence construction, it was agreed for
the City to convey and additional 0.92 m (3 ft.) of the closed out
Fifth Line West described as Part 1 on Plan 43R-15655 to the Peel
Board of Education. The Peel Board of Education upon obtaining
title to Part 1 on Plan 43R-15655 will grant an easement to Hydro
Mississauga.

This arrangement has been reviewed and found acceptable to the
Public Works Department.

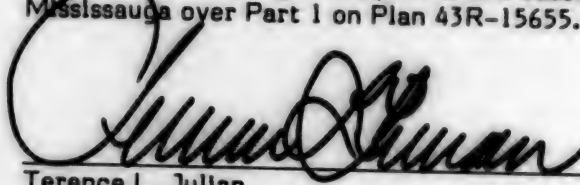
7(a)

Operations and Works Committee

- 2 -

April 5, 1989

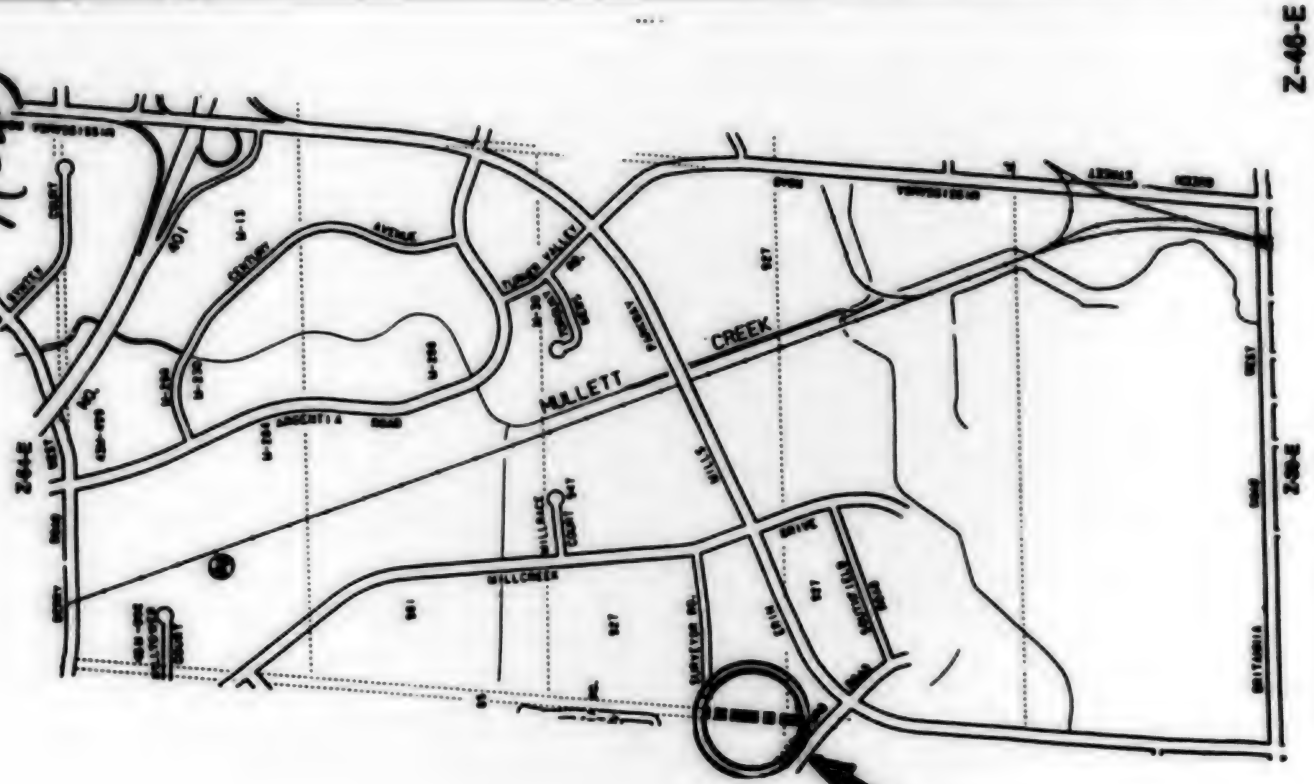
RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a Deed of Land from the City of Mississauga to the Peel Board of Education for part of the closed Fifth Line West south of Surveyor Road, described as part 1 on Plan 43R-15655 and that the Peel Board of Education grant a permanent easement to Hydro Mississauga over Part 1 on Plan 43R-15655.



Terence L. Julian
City Clerk


PJSmc

7(4)



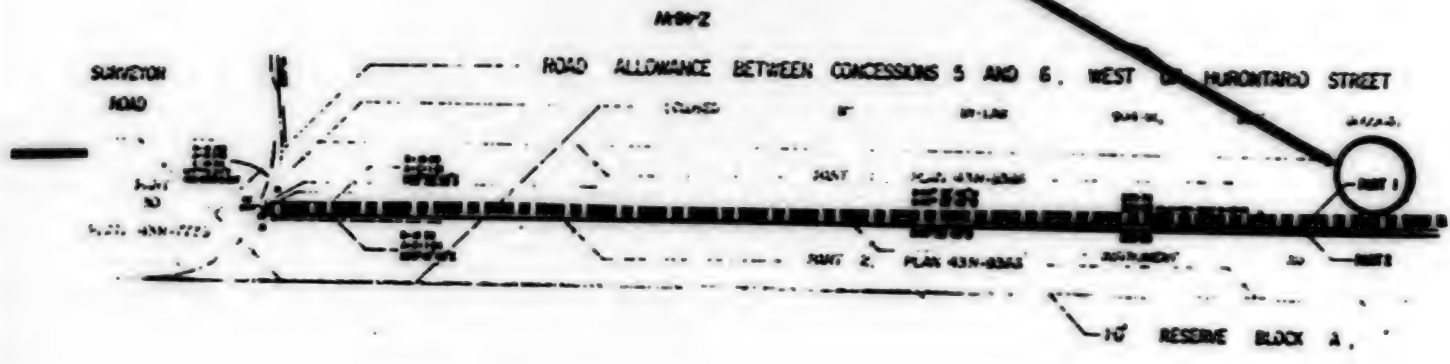
Z-40-E

MISSISSAUGA
Clerk's Department
Realty Services

Conveyance to Peel Board of Education, Part
of Closed out Fifth Line West, South of
Surveyor Rd., Part 1, Plan 43R-15655



FILE NO. E.02.02.02.04





Corporate Report

Received by
Clerk's Dept.

Clerk's Files M-833

Originator's
Files

OPERATIONS/WORKS MAY 1 1989

DATE: April 10, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: Terence L. Julian
SUBJECT: Storm sewer easement to City of Mississauga from Ontario Hydro
over Part 26 on Plan 43R-15972.

ORIGIN: Registered Plan M-833, Cantay Holdings, Orlando Industrial
Subdivision.

COMMENTS: To provide a storm outlet for the development of Registered Plan
43M-833, it was required that a storm channel be constructed by
the developer across the Ontario Hydro corridor to outlet at
Highway 410. A permanent easement is to be granted to the City
by Ontario Hydro over the storm channel described as Part 26 on
Plan 43R-15972.

The funding for the acquisition of the permanent easement in the
amount of \$14,994.00 has been provided by the developer of
Registered Plan 43M-833.

The location of the storm sewer easement has been reviewed and
approved by the Public Works Department.

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
Grant of Easement from Ontario Hydro to the City of Mississauga
are part of Lot 6, Concession 2, East of Hurontario Street,
designated as Part 26 on Plan 43R-15972.

Terence L. Julian
City Clerk

PKJ
PJS:mc

2-51-E

BERRY-410 BUSINESS PARK
 410-8829
 T-88031

ALCESTER INV. LTD.
 410-88048
 T-88049

PEERLESS ENTERPRISES
 410-88223
 T-88037

BUTLER
 410-88073

RANDALL
 410-88070

J. STERNHOLZ
 410-88084
 T-88087

PINE TREE
 410-88081

M. TANGHERLINI
 410-88081

Hwy 401
Hwy 404
Hwy 403

43M-833



MISSISSAUGA
Clerk's Department
Realty Services



Permanent Easement to City from Ontario
Hydro, Part 26, Plan 43R-15972

FILE No. 43M-833



Corporate Report

Received by
Clerk's Dept.

Clerk's Files E.02.02.21

Originator's
Files

9

OPERATIONS/WORKS MAY 1 1989

DATE: April 10, 1989

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian

SUBJECT: Proposed conveyance of a sanitary sewer easement to the
Regional Municipality of Peel over part of Block A on Registered
Plan 529.

ORIGIN: Partial sale of Block A on Registered Plan 529 described as Parts
1 and 2 on Plan 43R-16093.

COMMENTS: The City in the course of the partial sale of Block A on Registered
Plan 529 described as Parts 1 and 2 on Plan 43R-16093 provided
that Regional Municipality in December 1988 with a sanitary
sewer easement over same.

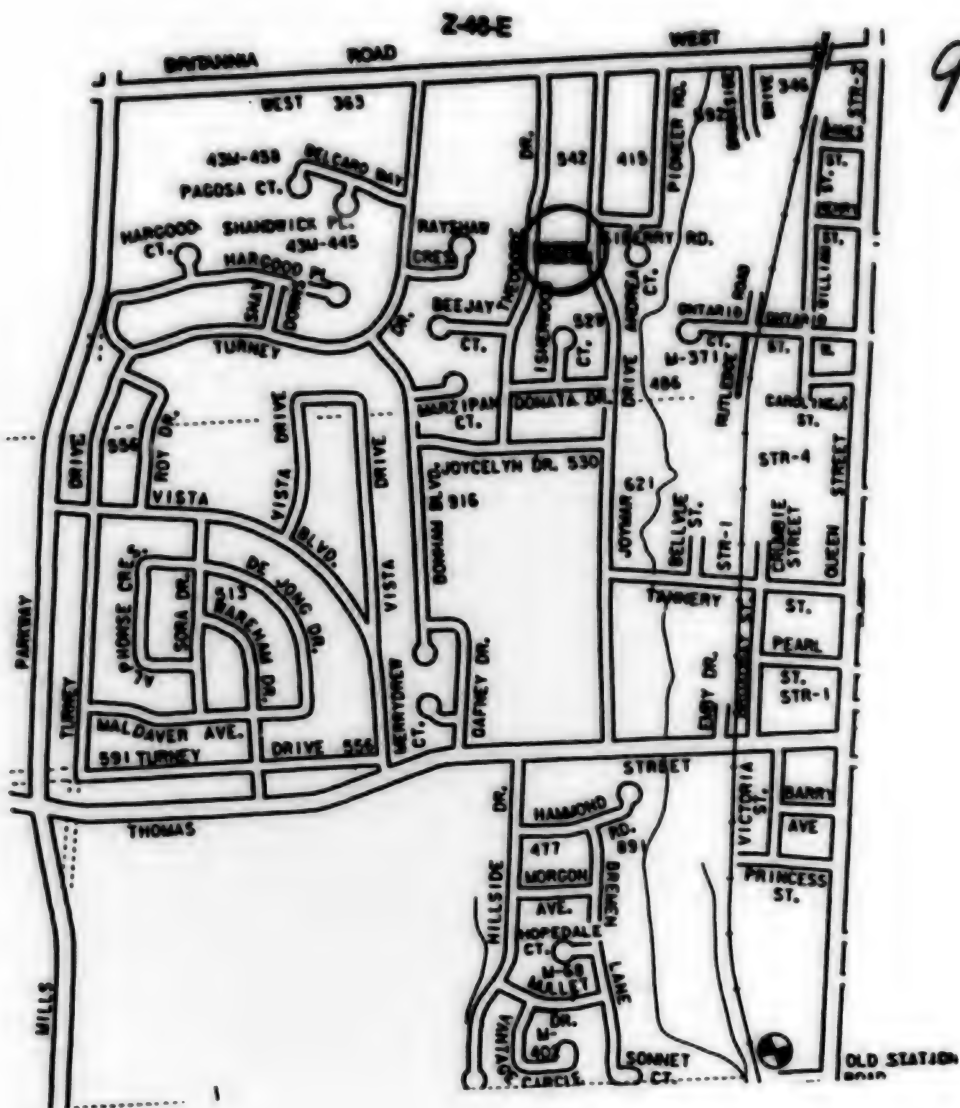
It is deemed appropriate at this time to provide an easement to
the Regional Municipality of Peel for the remaining portion of
Block A on Registered Plan 529 containing the sanitary sewer.

The Public Works Department have reviewed and approved the
granting of the easement to the Regional Municipality of Peel.

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
permanent easement to the Regional Municipality of Peel over
part of Block A on Registered Plan 529, Save and Except Parts 1
and 2 on Plan 43R-16093.

Terence L. Julian
City Clerk

PJS:mc



MISSISSAUGA
 Clerk's Department
 Realty Services



Easement to the Region of Peel from the
 City over part of Block A on R.P. 529

FILE No. E.02.02.21



Corporate Report

Received by
Clerk's Dept.

Clerk's File J.05.81011.07

Originator's
File

10

OPERATIONS/WORKS MAY 1 1989

DATE: April 10, 1989

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian
City Clerk

SUBJECT: Central Parkway West Extension, proposed Land Exchange
between John Luderitz and the City of Mississauga.

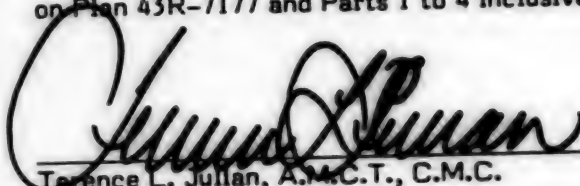
ORIGIN: Central Parkway West extension at Wolfedale Road. Capital
Works Project 17 111 85102.

COMMENTS: In the course of constructing the Central Parkway West Extension
at Wolfedale Road, Mr. John Luderitz the owner of 3455 Wolfedale
Road entered into an agreement in 1981 prepared by the Legal
Department proposing a land exchange.

The intent of the agreement was for the City to convey to John
Luderitz surplus property resulting from Central Parkway West
extension described as Parts 9 and 14 on Plan 43R-8626 (0.123
acres). The City property has no development potential on its own
merit. In exchange, John Luderitz will convey to the City, Part 1
on Plan 43R-7177 (10 ft. widening of Wolfedale Road) and Parts 1
to 4 inclusive on Plan 43R-8626 comprising a total area of 0.095
acres. The exchange arrangements were delayed as Mr. Luderitz
resides in South Africa.

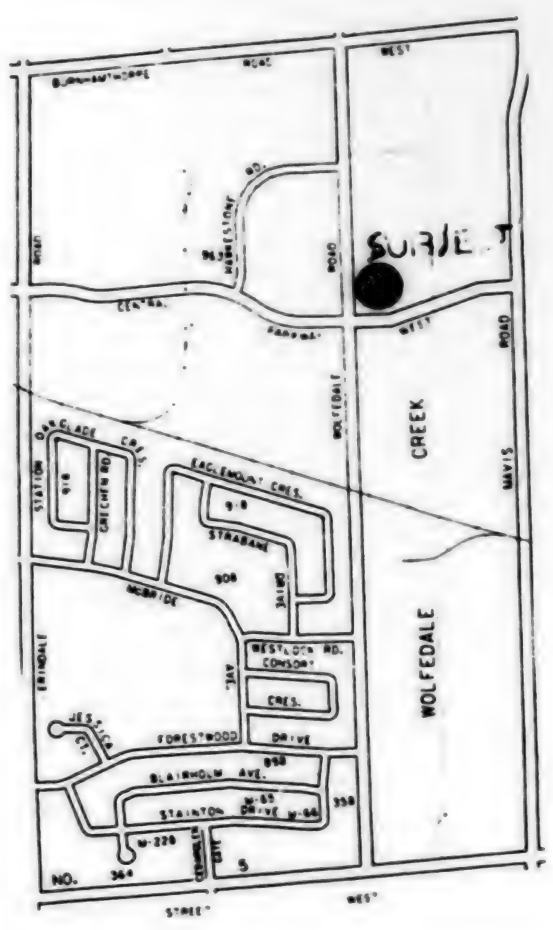
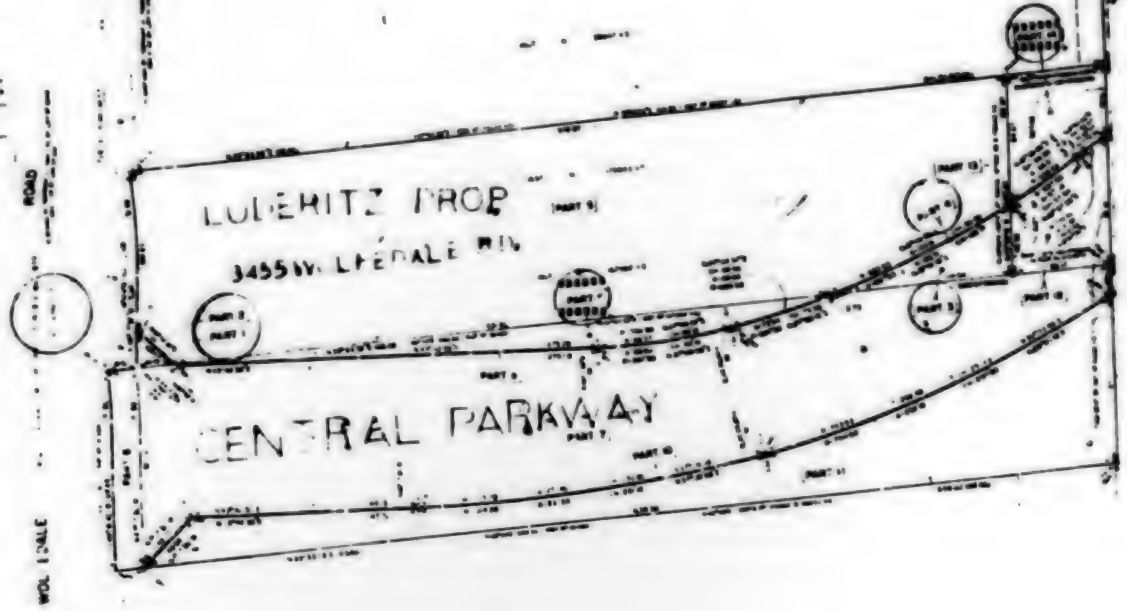
The Public Works Department has reviewed and approved the
proposed land exchange.

RECOMMENDATION: That a by-law be enacted authorizing execution by the City of a
Deed of Land in favour of John Luderitz for Parts 9 and 14 on
Reference Plan 43R-8626 to comply with a Land Exchange
Agreement whereby John Luderitz will convey to the City Part 1
on Plan 43R-7177 and Parts 1 to 4 inclusive on Plan 43R-8626.


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

PJS:mc

10(a)



- John Luderitz to City, Part 1, Plan 43R-71772, Pts. 1 to 4 incl. Plan 43R-8626
- City to J. Luderitz, Pts. 9 & 14, Plan 43R-8626

FILE No. J.05.81011.07



Corporate Report

Received by
Clerk's Dept.

Clerk's File T-86041

Originator's
File

OPERATIONS/WORKS MAY 1 1989

DATE: April 12, 1989

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian
City Clerk

SUBJECT: Reconveyance of designated road allowance to Hammerson
Mississauga Limited, Part 3, Plan 43R-10098m Plan File T-86041.

ORIGIN: Memorandum of March 9, 1989 from the Public Works Department.

COMMENTS: As a result of the new road configuration of City Centre Drive
north of Robert Speck Parkway, certain lands which were acquired
by the City for the original ring road concept within the Square
One complex are no longer required for municipal purposes.

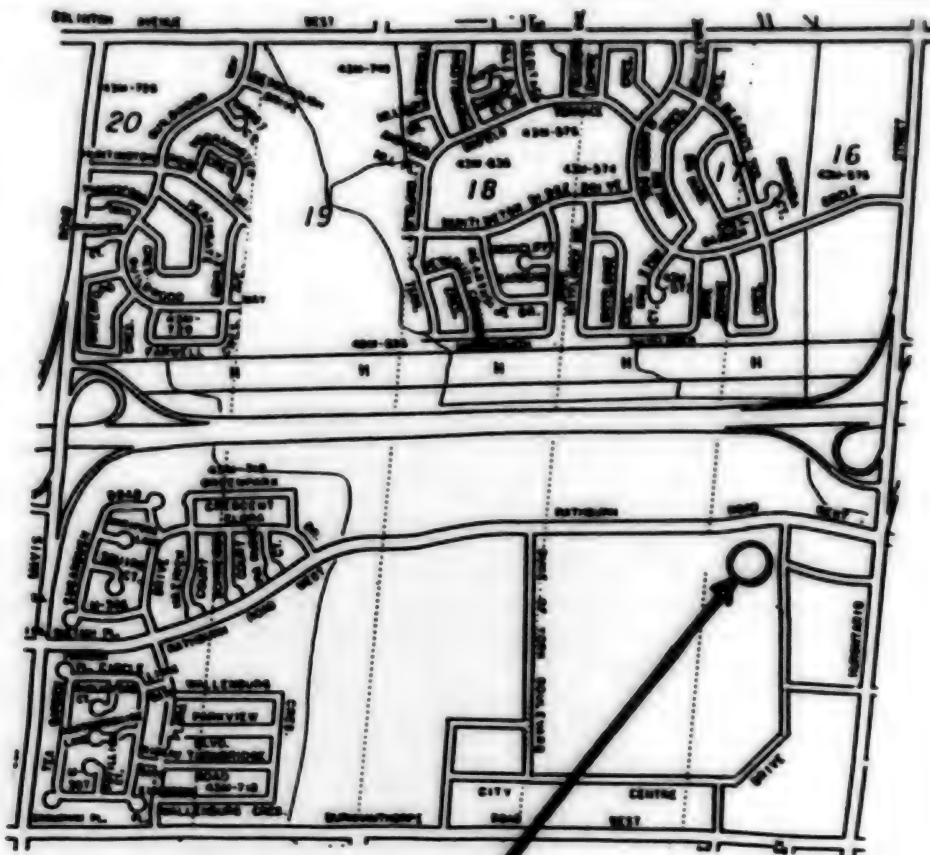
Hammerson Mississauga Limited has requested reconveyance of
Part 3 on Plan 43R-10098 having an area of approximately 255 sq.
m. (2,745 sq. ft.). These lands are to be incorporated in to the
development of the Mississauga City Centre being processed as
Plan T-86041.

The Public Works Department have reviewed the request and have
no objections to reconveying Part 3 on Plan 43R-10098 to
Hammerson Mississauga Limited.

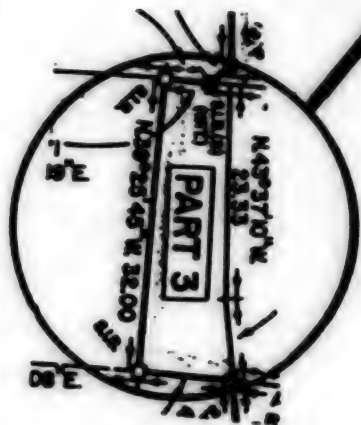
RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
Deed of Land in favor of Hammerson Mississauga Limited for part
of Lot 16, Concession 2, North of Dundas Street designated as
Part 3 on Reference Plan 43R-10098.

Terence L. Julian
City Clerk

PJS:mc



11(a)



MISSISSAUGA
Clerk's Department
Realty Services



Reconveyance of Part 3, Plan 43R-10098
to Hammerson Mississauga Limited

FILE No. T-86041



Corporate Report

Received by
Clerk's Dept.

Clerk's Files E.02.07.01 (K)

Originator's
Files

12

OPERATIONS/WORKS MAY 1 1989

DATE: April 13, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: Terence L. Julian
SUBJECT: Encroachment Agreement on a public highway for property
located at 209 Queen Street South

ORIGIN: Legal Survey prepared by Dunning Taylor Limited for property
located at 209 Queen Street South and 6 and 8 Main Street
(Streetsville).

BACKGROUND: Purchase of #209 Queen Street South by Moo Yeal and Jong Soon
Yoo.

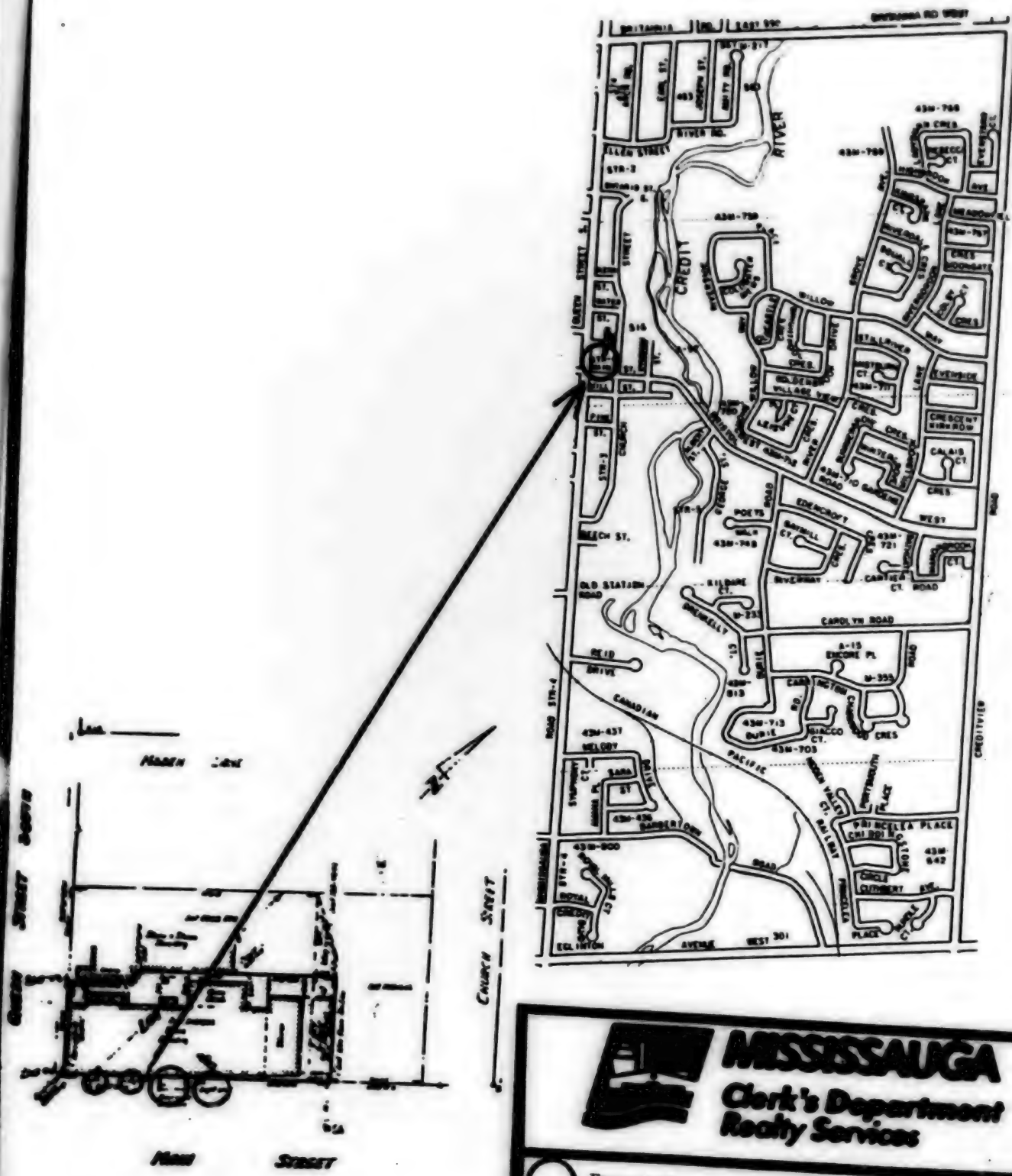
COMMENTS: As a condition of the sale of 209 Queen Street South which
includes 6 and 8 Main Street, it was requested by the mortgagee
that a legal survey be prepared which revealed an encroachment
of the basement entrance and three light wells projecting on the
municipal highway from that part of the building situated at 6 and
8 Main Street.

As the encroachment does not constitute a traffic hazard, the
Public Works Department has no objection to the encroachment on
Main Street provided that an appropriate Indemnification
Agreement is entered into with the City by the owners of 209
Queen Street South which building also includes 6 & 8 Main Street.

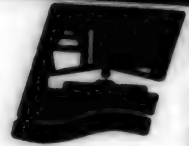
RECOMMENDATION: That a by-law be enacted authorizing execution by the City of an
Encroachment, Indemnity and Release Agreement dated April 6,
1989 submitted by Moo Yeal and Jong Soon Yoo in recognition of a
partial encroachment of the building located at 209 Queen Street
and 6 and 8 Main Street.

Terence L. Julian
City Clerk

PJG:mc



12(a)



MISSISSAUGA
 Clerk's Department
 Realty Services

○ Encroachment of Three Window Wells and Basement Entrance on Municipal Highway from Building located at 209 Queen St. S. and 6 and 8 Main Street

FILE No. E.02.07.01 (K)

OPERATIONS/WORKS MAY 1 1989

TRAFFIC SAFETY COUNCIL

Site Inspection Report

13

LOCATION: The Credit Woodlands and Dundas Street

DATE OBSERVED: April 18, 1989

REQUEST FOR: Is second Crossing Guard necessary?

REQUEST FROM: Kees Schipper, Director of Traffic & Transportation

TIMES OBSERVED: 8:10 a.m. - 9 a.m.

OBSERVED BY: Dr. A. Wood, Mr. G. Dell, Mr. E. Switlenky

WEATHER CONDITIONS: sunny and cold

COMMENTS: Extremely heavy traffic, large number of buses, 43 children crossed, one boy on a skateboard crossed against a red light, present Crossing Guard crossing children two ways in 'L' pattern

RECOMMENDATIONS: That a second Crossing Guard be placed at The Credit Woodlands and Dundas Street West, as warrants are met.

OPERATIONS/WORKS MAY 1 1989

TRAFFIC SAFETY COUNCIL

Site Inspection Report

14

LOCATION: Glen Erin Drive and Burnhamthorpe Road

DATE OBSERVED: April 25, 1989

REQUEST FOR: Is second Crossing Guard necessary?

REQUEST FROM: Kees Schipper, Director of Traffic & Transportation

TIMES OBSERVED: 8:15 a.m - 9 a.m.

OBSERVED BY: Dr. A. Wood, Mr. G. Dell, Mrs. C. Stretton

WEATHER CONDITIONS: sunny and cold

COMMENTS: Very heavy traffic, extremely wide road, children should be using underpass, but all those asked said it took longer to use the underpass

RECOMMENDATION: That a second Crossing Guard be placed at Glen Erin Drive and Burnhamthorpe Road, as warrants are met.



Corporate Report

April

15

Received by
Clerk's Dept.

MAY 01 1989

Clerk's Files

F.06.04.02

OPERATIONS/WORKS MAY 1 1989

Originator's
Files

11 141 00045
11 161 00011
13 211 00017

DATE: April 27, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Student On-Street Parking - Holy Name of Mary Separate School.

ORIGIN: Councillor Lane, Ratepayers' Association and area residents.

BACKGROUND:

Residents on streets in the vicinity of Holy Name of Mary Separate School have raised concerns about on-street parking by students. Residents claim that student vehicles are parked on streets adjacent to their homes throughout the day. As a result some students cause a disturbance and leave debris on residents' property upon their departure. When vehicles are parked on both sides of these streets insufficient width is available to accommodate two-way traffic. This results in safety concerns for emergency vehicles and inconvenience to local residents. The Separate School Board was requested to expand their parking facility and it was indicated that it is not feasible to provide additional parking on the school property.

Councillor Lane in consultation with the Ratepayers' Association recommended that a parking survey be conducted on Gatley Road, Tenoga Drive, Stonehouse Crescent and Highriver Court to determine exactly what parking prohibitions, if any, were favoured by the residents.

COMMENTS:

A parking survey questionnaire was distributed to the residents of the above mentioned streets. In total 110 questionnaires were distributed and 66 responses were returned to the City. The questionnaire offered the residents three options; (a) that the current parking prohibitions on their street be maintained as they are adequate (i.e. general City 3-hour parking prohibition), (b) that parking on their street be prohibited between 9:00 a.m. and 4:00 p.m., Monday to Friday, excluding July and August, on both sides of the street, and (c) that parking be prohibited between 9:00 a.m. and 4:00 p.m., Monday to Friday, excluding July and August, on one side of the street. The results of the survey are as follows:

	Maintain Current Prohibitions	Implement Seasonal Prohibition on Both Sides
Highriver Court	0	12
Gatley Road	1	2
Bunsden Avenue	15	13
Stonehouse Crescent	2	6
Tenoga Drive	9	2

Notes: No resident was in favour of prohibiting parking on one side only.

Based on the results of the survey, Highriver Court was the only street where all the residents which responded, favoured the seasonal prohibition on both sides of their street. On Gatley Road and Bunsden Avenue the majority of those who responded favoured the seasonal prohibition on both sides of their street. If parking is prohibited on these streets vehicles may move to other streets in the area. For this reason 15 metre 'No Parking Anytime' corner prohibitions should be implemented on Bunsden Avenue at the intersection of Gatley Road to maintain sightlines in the event that the parking problem relocates. The 15 metre corner prohibitions are in accordance with the general provisions of Traffic By-Law 444-79 and do not require a by-law amendment.

'No Parking Anytime' prohibitions should be implemented along Mississauga Road from Springbank Road to Shawanaga Trail. At the present time parking is not occurring along this roadway, however, if prohibitions are implemented along the side streets students may start parking on Mississauga Road. Due to the volume of traffic on this major collector parked vehicles could potentially cause safety problems.

Imposing the above prohibitions will likely eliminate the student parking problem on Highriver Court, Gatley Road and Stonehouse Crescent but may at the same time shift the parking problem to other streets. Therefore additional parking prohibitions may be required in the future.

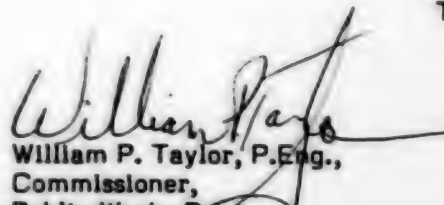
CONCLUSION:

In the interest of safety, parking on Highriver Court, Stonehouse Crescent and Gatley Road should be prohibited from 9:00 a.m. to 4:00 p.m., Monday to Friday, excluding July and August, on both sides of the street. Also 15 metre corner 'No Parking Anytime' prohibitions should be posted on Bunsden Avenue at Gatley Road and 'No Parking Anytime' prohibitions should be posted along Mississauga Road from Springbank Road to Shawanaga Trail.

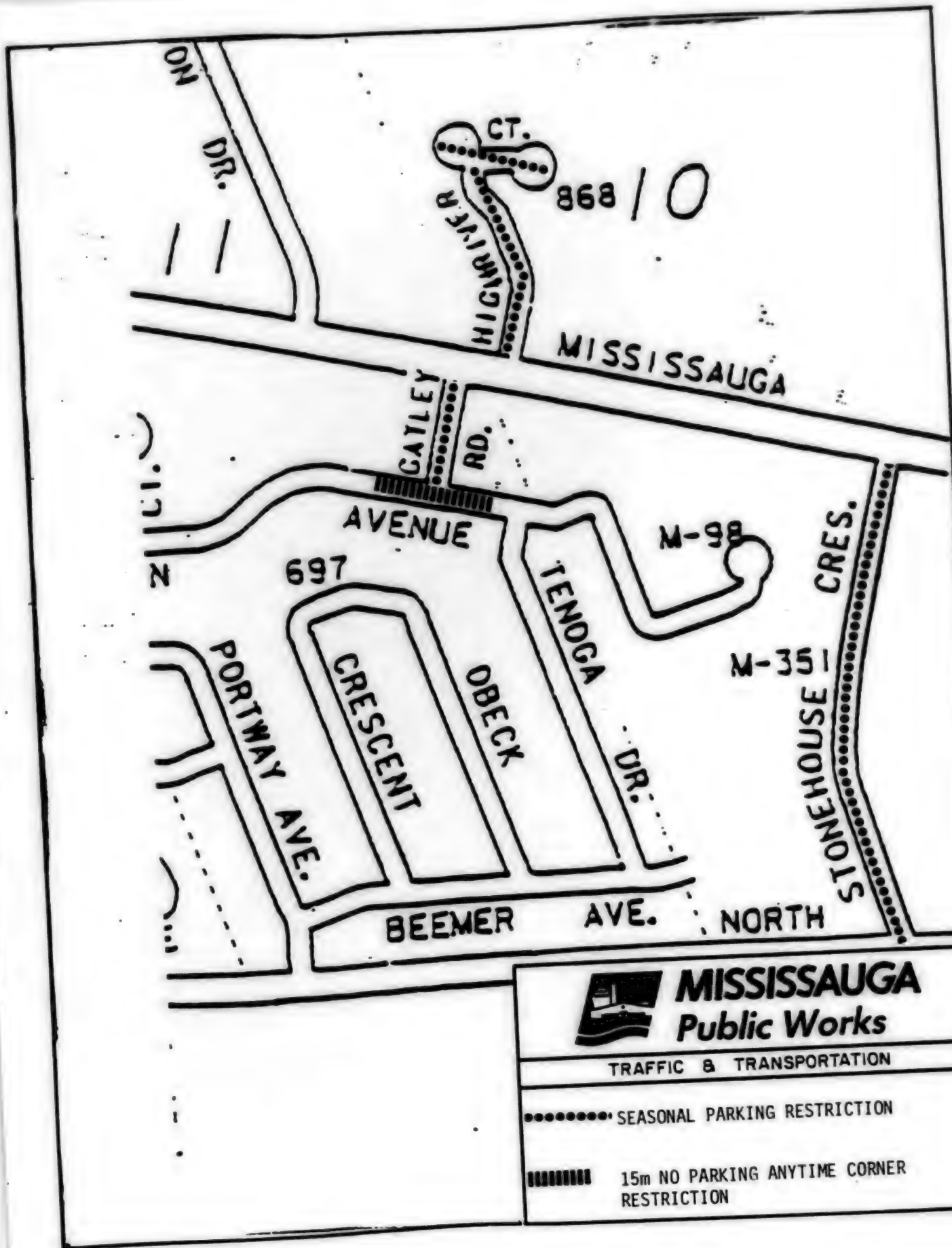
April 27, 1989.

RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) 'No Parking from 9:00 a.m. to 4:00 p.m., Monday to Friday, excluding July and August', on Highriver Court, Stonehouse Crescent and Gatley Road in their entirety.
- (b) 'No Parking Anytime' prohibition on both sides of Mississauga Road from Springbank Road to Shawanaga Trail.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

SL/MP:edm
0594E



CITY OF MISSISSAUGA

MINUTES

MEETING NINE EIGHTY-NINE

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: MONDAY, MAY 1, 1989, 2:05 P.M.

PLACE OF MEETING: COMMITTEE ROOM A, CIVIC CENTRE

MEMBERS PRESENT: Councillor M. Prentice
Councillor F. Dale
Councillor D. Culham (Chair)
Councillor N. Iannicca

MEMBERS ABSENT: Councillor H. Kennedy (Other Municipal Business)
Councillor F. McKechnie (Other Municipal Business)

OTHERS PRESENT: Councillor D. Lane
Mayor H. McCallion

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, City Solicitor
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Fire Chief G. Bentley, Mississauga Fire Department
Mrs. D. Peterneil, Acting Committee Coordinator,
Clerk's Department

INDEX - OPERATIONS AND WORKS COMMITTEE - MAY 1, 1989

DEPUTATIONS/PRESENTATIONS - NIL

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.06.01	1988 Fire Department Annual Report
2.	L.07.03.01	Community Noise Survey of Residential Air Conditioners and Heat Pumps
3.	M-379	Assumption of Municipal Services - Penny Lane
4.	F.02.07.01	Proposed Street Name - Mallgaya
5.	F.06.04.01 (A)	Through Highway Designations
6.	F.02.04.01	Annual St. Andrew's 10 km Road Race
7.	E.02.02.02.04	Proposed Additional Conveyance - Peel Board of Education
8.	M-833	Storm Sewer Easement - Ontario Hydro
9.	E.02.02.21	Proposed Conveyance of a Sanitary Sewer Easement - Region of Peel
10.	J.05.81011.07	Central Parkway West Extension Proposed Land Exchange - J. Luderitz
11.	T-86041	Reconveyance of Designated Road Allowance - Hammerson Mississauga Limited
12.	E.02.07.01 (K)	Encroachment Agreement - 209 Queen Street South
13.	F.06.03.02.01	Traffic Safety Council Site Inspection Report - The Credit Woodlands and Dundas Street
14.	F.06.03.02.01	Traffic Safety Council Site Inspection Report - Glen Erin Drive and Burnhamthorpe Road
<u>Additional Report</u>		
15.	F.06.04.02	Student On-Street Parking - Holy Name of Mary Separate School

MATTERS FOR CONSIDERATION:

1. Report dated April 20, 1989 from the Fire Chief, with respect to the 1988 Fire Department Annual Report. The information contained in the Annual Report summarizes the activities of the Fire Department for the year ending December 31, 1988.

There were 6850 emergency calls handled during the year resulting in one fire death and an estimated dollar loss of \$5,710,954.00. The number of emergencies increased by 8.4% over 1987 figures and the fire loss is reduced significantly. There were thirteen (13) fires with losses over \$75,000.00, which accounted for 45% of the total estimated annual fire loss.

The average response time for all emergencies increased again marginally in 1988. The increase is considered to be the result of increased traffic congestion, construction activity and the effect of the newly developing areas being remote from existing fire stations. The control of traffic signals at busy intersections and the orderly placement of additional fire stations in growth areas will eventually reduce the response time.

During 1988 the Insurers Advisory Organization surveyed this municipality for the Insurance Industry to assess the municipalities fire defences in relative risk terms. This was a comprehensive study of all aspects of fire protection including management, equipment, manpower, communication systems, water supply, code enforcement, inspection practices, road patterns and building stock. The final report moved the City of Mississauga into a Class 2 position which is a very enviable rating for a growth City of its size and diversity.

Fire Station 16 located in leased facilities at 7033 Telford Way, Unit 24, was equipped and placed in service on December 5, 1988. Twenty staff members were hired in October and were given appropriate training prior to assignment throughout the system. This station will provide improved service to the Malton West Industrial area, as well as providing timely assistance to the Malton community. The official opening of Phase 3 of the Training Centre was held on October 15, 1988. This facility provides classrooms and work areas for technical and practical instruction as well as specialized equipment repair shops and office space for our training staff.

The Fire Prevention staff worked under extreme pressure throughout the year in maintaining appropriate service to the construction industry, as well as providing fire investigations and inspections on existing buildings for licencing, complaints or sale purposes. In addition the Division presented fire safety educational programs for over 3500 persons of all ages. Their detailed activities are included in this report.

The report makes reference to the retirees and those employees lost through death. Thirteen (13) members of the Fire Department received the Exemplary Fire Service Medal from the Government of Canada in recognition of their service to the City.

RECOMMENDATION:

That the 1988 Annual Report of the Fire Department attached to the report dated April 20, 1989 from the Fire Chief to the Operations & Works Committee of May 1, 1989, be received for information.

Chief Bentley reviewed the 1988 Annual Report of the Fire Department placing special emphasis on the fact that a 1988 Insurers Advisory Organization survey of the municipality to assess the municipality's fire defences in relative risk terms moved the City of Mississauga into a Class 2 position which is a very enviable rating for a growth City of its size and diversity.

Members of Committee congratulated the Fire Department for its efficient operation particularly with the response time experienced during the City's extensive growth.

Mayor McCallion suggested this information be utilized in the initial introduction during the upcoming fire negotiations.

A.06.01

Received

See Recommendation OW-155-89 (M. Prentice)

2. Report dated April 13, 1989 from the Commissioner of Public Works, advising the Ministry of the Environment has established an Advisory Committee to undertake a Community Noise Survey of Residential Air Conditioners and Heat Pumps.

The Ministry is requesting financial participation in the project in the area of \$1,000.00 to \$3,000.00. The report suggests as this is a worthwhile project that the City of Mississauga be included in one of the areas from where some of the 500 households will be selected and should participate financially in the Study to the extent of \$2,000.00. Funds are available in the Subdivision Account revenue.

The report suggests the Ministry select a cross-section of various width lots in their experiment. Also, the location of the air conditioner and/or heat pump should be varied from the side of the house to the rear of the house in order to evaluate if there is any difference as far as the noise from the unit is concerned resonating off walls and/or fences.

RECOMMENDATION:

- (a) That the Ministry of the Environment be advised that the City of Mississauga is prepared to participate in the Community Noise Survey of Residential Air Conditioners and Heat Pumps in the Summer of 1989 to the extent of a \$2,000.00 contribution on the basis that the City of Mississauga is represented in the trial area and that various size lots, housing configurations and locations are included in the survey as outlined in the report dated April 13, 1989 from the Commissioner of Public Works to the Operations & Works Committee meeting of May 1, 1989.
- (b) That a copy of the report dated April 13, 1989 from the Commissioner of Public Works to the Operations & Works Committee meeting of May 1, 1989, be forwarded to the Ministry of the Environment.

Mayor McCallion advised of her disagreement with the Provincial Government requesting municipal support for this Survey. It was suggested the matter be referred to the Mayor and City Manager for further consideration.

Mayor McCallion moved the report be received for information only stating she would respond directly to the Minister of Environment outlining the City's position. This motion was voted on and carried.

L.07.03.01

Amended

See Recommendation OW-156-89 (H. McCallion)

- 3. Report dated April 13, 1989 from the Commissioner of Public Works, with respect to the assumption of the municipal services for Penny Lane Residential Subdivision, Plan 43M-379, located east of Finch Avenue and south of Darcel Avenue.

Plan 43M-379 consists of twenty single family residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of the municipal services.

It is now in order for the City of Mississauga to assume the municipal works within Plan 43M-379 and return the remaining securities to the developer.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Penny Lane Residential Subdivision, Plan 43M-379, located west of Finch Avenue and south of Darcel Avenue,
- (b) That the Letter of Credit (current value \$35,567.00) securing the Engineering Agreement for Plan 43M-379 be returned to the developer, Centerville Estates Limited,
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-379 as public highway and part of the municipal system of the City of Mississauga.

M-379

Adopted

See Recommendation OW-157-89 (F. Dale)

4. Report dated April 6, 1989 from the Commissioner of Public Works, with respect to the name "Malligaya" as a proposed street name to be used in the City of Mississauga.
- Mr. Mel Villanueva, President of the Malligaya Association, forwarded a letter to Councillor Ted Southorn requesting that a street be named after the Malligaya Association.
- The name "Malligaya" was reviewed by the Region of Peel Street Names Committee at its meeting of April 5, 1989 and the name was approved.

RECOMMENDATION:

That "Malligaya" be approved as a street name and be placed on the City of Mississauga Reserve List and Mr. Mel Villanueva, President of the Malligaya Association, be so advised.

F.02.07.01

Adopted

See Recommendation OW-158-89 (M. Prentice)

5. Report dated April 11, 1989 from the Commissioner of Public Works, with respect to Through Highway Designations.
- A draft by-law has been prepared to incorporate into Schedule 10 of Traffic By-law 444-79, as amended, revised through highway designations within recently approved plans of subdivisions.
- The subdivisions have been reviewed and the necessary through highways are recommended for inclusion in Traffic By-law 444-79 providing that traffic entering the through streets from a side street will be required to stop.

May 1, 1989

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to establish the designation of through highways on the following roads:

STREET:

Ablene Drive
Alstep Drive
Ambassador Drive
Amesbury Avenue
Bancroft Drive
Central Parkway West
Central Parkway West
Ceremonial Drive
Commonwealth Circle
Douguy Boulevard
Duford Drive
Elderview Court
Erin Centre Boulevard
Fairview Road West
Fairwind Drive
Fairwind Drive
Fordmill Road
Forest Hill Drive
Forest Hill Drive

BETWEEN:

Kennedy Road and Ablene Drive;
Menway Court and Alstep Drive;
Highway 10 and Kennedy Road;
Guildwood Way and Ceremonial Drive;
Second Line West and Bancroft Drive;
Confederation Parkway and Central Parkway West;
Joan Drive and Confederation Parkway
McLaughlin Road and Ceremonial Drive;
Redmond Road (north leg) and Redmond Road (south leg);
Britannia Road West and Bancroft Drive;
Wandale Drive and Bancroft Drive;
Warrendale Gate and Warrendale Gate;
Erin Mills Parkway and Glen Erin Drive;
Confederation Parkway and Fairview Road West;
Ceremonial Drive and Heritage Hills Boulevard;
Bristol Road and Ceremonial Drive;
Manor Hill Drive and Robinwood Court;
Erin Centre Boulevard (east leg) and Erin Centre Boulevard (west leg);
Erin Centre Boulevard and Forest Hill Drive;

Forest Ridge Drive	Erin Centre Boulevard and Silverwood Drive;
Guildwood Way	Eglinton Avenue West and Ceremonial Drive;
Guildwood Way	Ceremonial Drive and Bristol Road West;
Heritage Hills	Ceremonial Drive and Fairwind Drive;
Heritage Hills	Fairwind Drive and Swiftcurrent Trail;
Ivendale Drive	Second Line West and Ivendale Drive;
Ivendale Drive	Second Line West and Douguy Boulevard;
Killaby Drive	Douguy Boulevard and Cayeswood Court;
Manor Hill Drive	Forest Hill Drive and Manor Hill Drive;
Meadowpine Boulevard	Fifth Line West and Meadowpine Boulevard;
Montclair Drive	Forest Hill Drive and Rosegate Drive;
Redmond Road	Webb Drive and Central Parkway West;
Redmond Road	Central Parkway West and Fairview Road West;
Richborough Drive	Ceremonial Drive and Whitfield Terrace;
Robinwood Court	Fordmill Road and Fordmill Road;
Rosegate Drive	Forest Hill Drive and Montclair Drive;
Second Line West	Limit of road - west and Britannia Road West;
Second Line West	Britannia Road and Eglinton Avenue West;
Silverwood Drive	Forest Hill Drive and Forest Ridge Drive;
Swinbourne Drive	Bancroft Drive and Douguy Boulevard;

Webb Drive	Webb Drive and Confederation Parkway;
Whitfield Terrace	Astwell Avenue and Whitfield Terrace;
Willow Way	Creditview Road and River Grove Avenue;
Willow Way	River Grove Avenue and Village View Place;
Winterton Way	Guildwood Way and Ceremonial Drive;
Winterton Way	Ceremonial Drive and Mavis Road.

F.06.04.01 (A)

Adopted

See Recommendation OW-159-89 (M. Prentice)

6. Report dated April 14, 1989 from the Commissioner of Public Works, with respect to the Annual St. Andrew's 10 km Road Race.

The St. Andrew's Church group represented by Mr. John Mooney will be holding their annual 10 km road race along with a 2 km fun run on June 17, 1989.

This will require a complete road closure of Port Street between Lakeshore Road and Elizabeth Street from 7:30 a.m. to 10:00 a.m., as well as Stavebank Road in the area of the church from 7:00 a.m. to 8:30 a.m. to allow for the start of the race.

Unlike previous years the finish for this race will be located on Port Street where the roadway will be completely closed to motorists. This will help to ensure the safety of the participants in addition to eliminating potentially dangerous conflicts that have previously arisen as a result of runners crossing Lakeshore Road traffic at Stavebank Road in order to finish.

The general race route will begin on Stavebank Road, head south to Lakeshore Road, west to a point just past Red Pine Crescent (Lorne Park Road/Lakeshore Road intersection will not be restricted to traffic), back east on Lakeshore Road to Enola Avenue and The Greenway back to Lakeshore Road, west to Oakwood Avenue, south to Wanita Road, west to Elmwood Avenue, north to Lakeshore Road, west to the finish on Port Street.

In order to minimize traffic delays during the race, the two south side lanes of Lakeshore Road will be utilized by the runners while the north side lanes will provide two-way traffic for motorists. All traffic control will be handled by the Peel Regional Police while the placement of fluorescent traffic cones will be handled by the race committee under Police supervision.

The Port Credit Business Association and the merchants of Stavebank Road and Port Street will be advised of the race route and closures, and as in previous years, letters indicating their support will be forwarded to the Public Works Department.

The Public Works Department will install advance notification signing and, at the applicants' expense, will supply a small number of emergency 'no parking' signs and barricades to be installed at the start of the race on Stavebank Road and on Port Street at the finish.

Mississauga Transit has been contacted and advised of the above road closures. Other emergency services will be notified prior to the event.

The St. Andrew's Church group has requested permission to restrict traffic on Lakeshore Road and to close a portion of Stavebank Road as well as Port Street on June 17, 1989 for the purpose of holding their annual 10 km road race and 2 km fun run. This has been thoroughly reviewed by City staff, Peel Regional Police and the applicant, and is satisfactory to all involved.

RECOMMENDATION:

That a by-law be enacted to implement the temporary closure of Stavebank Road in the area of St. Andrew's Church from 7:00 a.m. to 8:30 a.m. and Port Street from Hurontario Street to Elizabeth Street from 7:30 a.m. to 10:00 a.m. on Saturday, June 17, 1989 for the eight annual St. Andrew's 10 km road race, subject to the following conditions:

- (a) Completion of a road closure/restriction permit at least five days prior to the event;
- (b) Proof of liability insurance in the amount of at least two million dollars with the City named as co-insured;
- (c) Secured arrangements with the Peel Regional Police for race marshalling, traffic control and cone placement;
- (d) That any works undertaken by the Public Works Department other than the placement of advanced signing be at the expense of the applicant;
- (e) That letters be delivered to all residents of Enola Avenue, The Greenway, Oakwood Avenue, Wanita Road and Elmwood Avenue.

F.02.04.01

Adopted

See Recommendation OW-160-89 (H. McCallion)

7.

Report dated April 5, 1989 from the City Clerk, with respect to a conveyance by the City of Mississauga to the Peel Board of Education of part of the closed out Fifth Line West, South of Surveyor Road, Part 2, Plan 43R-9366.

Part of the Fifth Line West, South of Surveyor Road described as Parts 1 and 2 on Plan 43R-9366 was closed by the City in November 1981 by By-law 904-81. Part 2 on Plan 43R-9366 one half of the closed out road (33 ft.) was conveyed to the Peel Board of Education with the City retaining easements in favour of Hydro Mississauga.

As a result of the Peel Board of Education emplacing a boundary fence for the West Credit Secondary School, it became apparent that the buried Hydro Mississauga cable was not confined to the designated easement. In order not to disturb and relocate the power line and allow for the fence construction, it was agreed for the City to convey an additional 0.92 m (3 ft.) of the closed out Fifth Line West described as Part 1 on Plan 43R-15655 to the Peel Board of Education. The Peel Board of Education upon obtaining title to Part 1 on Plan 43R-15655 will grant an easement to Hydro Mississauga.

This arrangement has been reviewed and found acceptable to the Public Works Department.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a Deed of Land from the City of Mississauga to the Peel Board of Education for part of the closed Fifth Line West south of Surveyor Road, described as part 1 on Plan 43R-15655 and that the Peel Board of Education grant a permanent easement to Hydro Mississauga over Part 1 on Plan 43R-15655.

E.02.02.02.04

Adopted

See Recommendation OW-161-89 (H. McCallion)

8.

Report dated April 10, 1989 from the City Clerk, with respect to a storm sewer easement to the City of Mississauga from Ontario Hydro over Part 26 on Plan 43R-15972. (Registered Plan M-833, Cantay Holdings, Orlando Industrial Subdivision.)

To provide a storm outlet for the development of Registered Plan 43M-833, it was required that a storm channel be constructed by the developer across the Ontario Hydro corridor to outlet at Highway 410. A permanent easement is to be granted to the City by Ontario Hydro over the storm channel described as Part 26 on Plan 43R-15972.

The funding for the acquisition of the permanent easement in the amount of \$14,994.00 has been provided by the developer of Registered Plan 43M-833.

The location of the storm sewer easement has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a Grant of Easement from Ontario Hydro to the City of Mississauga over Part of Lot 6, Concession 2, East of Hurontario Street, designated as Part 26 on Plan 43R-15972 (north of Britannia Road East, east of Kennedy Road).

M-833

Adopted

See Recommendation OW-162-89 (N. Iannicca)

9. Report dated April 10, 1989 from the City Clerk, with respect to a proposed conveyance of a sanitary sewer easement to the Regional Municipality of Peel over part of Block A on Registered Plan 529.

Partial sale of Block A on Registered Plan 529 described as Parts 1 and 2 on Plan 43R-16093.

The City in the course of the partial sale of Block A on Registered Plan 529 described as Parts 1 and 2 on Plan 43R-16093 provided that Regional Municipality in December 1988 with a sanitary sewer easement over same.

It is deemed appropriate at this time to provide an easement to the Regional Municipality of Peel for the remaining portion of Block A on Registered Plan 529 containing the sanitary sewer.

The Public Works Department have reviewed and approved the granting of the easement to the Regional Municipality of Peel.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a permanent easement to the Regional Municipality of Peel over part of Block A on Registered Plan 529, Save and Except Parts 1 and 2 on Plan 43R-16093 (Theodore Drive/Joymar Drive).

E.02.02.21

Adopted

See Recommendation OW-163-89 (H. McCallion)

10. Report dated April 10, 1989 from the City Clerk, with respect to Central Parkway West Extension, proposed Land Exchange between John Luderitz and the City of Mississauga (Capital Works Project 17 111 85102).

In the course of constructing the Central Parkway West Extension at Wolfedale Road, Mr. John Luderitz the owner of 3455 Wolfedale Road entered into an agreement in 1981 prepared by the Legal Department proposing a land exchange.

The intent of the agreement was for the City to convey to John Luderitz surplus property resulting from Central Parkway West extension described as Parts 9 and 14 on Plan 43R-8626 (0.123 acres). The City property has no development potential on its own merit. In exchange, John Luderitz will convey to the City, Part 1 on Plan 43R-7177 (10 ft. widening of Wolfedale Road) and Parts 1 to 4 inclusive on Plan 43R-8626 comprising a total area of 0.095 acres. The exchange arrangements were delayed as Mr. Luderitz resides in South Africa.

The Public Works Department has reviewed and approved the proposed land exchange.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a Deed of Land in favour of John Luderitz for Parts 9 and 14 on Reference Plan 43R-8626 to comply with a Land Exchange Agreement whereby John Luderitz will convey to the City Part 1 on Plan 43R-7177 and Parts 1 to 4 inclusive on Plan 43R-8626 (Wolfedale Road and Central Parkway West).

J.05.81011.07

Adopted

See Recommendation OW-164-89 (N. Iannicca)

11.

Report dated April 12, 1989 from the City Clerk, with respect to the reconveyance of designated road allowance to Hammerson Mississauga Limited, Part 3, Plan 43R-10098, Plan File T-86041.

As a result of the new road configuration of City Centre Drive north of Robert Speck Parkway, certain lands which were acquired by the City for the original ring road concept within the Square One complex are no longer required for municipal purposes.

Hammerson Mississauga Limited has requested reconveyance of Part 3 on Plan 43R-10098 having an area of approximately 255 sq. m. (2,745 sq. ft.). These lands are to be incorporated into the development of the Mississauga City Centre being processed as Plan T-86041.

The Public Works Department have reviewed the request and have no objections to reconveying Part 3 on Plan 43R-10098 to Hammerson Mississauga Limited.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of a Deed of Land in favor of Hammerson Mississauga Limited for part of Lot 16, Concession 2, North of Dundas Street designated as Part 3 on Reference Plan 43R-10098 (City Centre Drive/Rathburn Road West).

T-86041

Adopted

See Recommendation OW-165-89 (F. Dale)

12.

Report dated April 13, 1989 from the City Clerk, with respect to an Encroachment Agreement on a public highway for property located at 209 Queen Street South.

As a condition of the sale of 209 Queen Street South which includes 6 and 8 Main Street, it was requested by the mortgagee that a legal survey be prepared which revealed an encroachment of the basement entrance and three light wells projecting on the municipal highway from that part of the building situated at 6 and 8 Main Street.

As the encroachment does not constitute a traffic hazard, the Public Works Department has no objection to the encroachment on Main Street provided that an appropriate Indemnification Agreement is entered into with the City by the owners of 209 Queen Street South which building also includes 6 & 8 Main Street.

RECOMMENDATION:

That a by-law be enacted authorizing execution by the City of an Encroachment, Indemnity and Release Agreement dated April 6, 1989 submitted by Moo Yeal and Jong Soon Yoo in recognition of a partial encroachment of the building located at 209 Queen Street and 6 and 8 Main Street.

E.02.07.01 (K)

Adopted

See Recommendation OW-166-89 (M. Prentice)

13.

Traffic Safety Council Site Inspection Report pursuant to a request from the Director of Traffic and Transportation, Public Works Department, advising the Crossing Guard Supervisor is requesting the intersection at The Credit Woodlands and Dundas Street be studied to ascertain if an additional crossing guard is required. At present one crossing guard is located at this intersection. Due to the width of the roadway, presence of right turn lanes and increased volume of students, it is felt consideration should be given to locating two crossing guards at this intersection.

A site inspection was performed by members of the Traffic Safety Council on April 18, 1989 from 8:10 am to 9:00 am. which concluded that extremely heavy traffic, a large number of buses, 43 children crossed, one boy on a skateboard crossed again a red light, present Crossing Guard crossing children two ways in 'L' pattern.

RECOMMENDATION:

That a second Crossing Guard be placed at The Credit Woodlands and Dundas Street West, as warrants are met.

F.06.03.02.01

Adopted

See Recommendation OW-167-89 (F. Dale)

14. Traffic Safety Council Site Inspection Report pursuant to a request from the Director of Traffic and Transportation, Public Works Department, advising the Crossing Guard Supervisor is requesting the intersection at Glen Erin Drive and Burnhamthorpe Road be studied to ascertain if an additional crossing guard is required. At present one crossing guard is located at this intersection. Due to the width of the roadway, presence of right turn lanes and increased volume of students, it is felt consideration should be given to locating two crossing guards at this intersection.

A site inspection was performed by members of the Traffic Safety Council on April 25, 1989 from 8:15 am to 9:00 am. which concluded that very heavy traffic, extremely wide road, children should be using underpass, but all those asked said it took longer to use the underpass.

RECOMMENDATION:

That a second Crossing Guard be placed at Glen Erin Drive and Burnhamthorpe Road, as warrants are met.

F.06.03.02.01

Adopted

See Recommendation OW-168-89 (F. Dale)

ADDITIONAL REPORT

15. Report dated April 27, 1989 from the Commissioner of Public Works, with respect to student on-street parking at Holy Name of Mary Separate School.

Residents on streets in the vicinity of Holy Name of Mary Separate School have raised concerns about on-street parking by students. Residents claim that student vehicles are parked on streets adjacent to their homes throughout the day. As a result some students cause a disturbance and leave debris on residents' property upon their departure. When vehicles are parked on both sides of these streets insufficient width is available to accommodate two-way traffic. This results in safety concerns for emergency vehicles and inconvenience to local residents. The Separate School Board was requested to expand their parking facility and it was indicated that it is not feasible to provide additional parking on the school property.

The Ward Councillor D. Lane in consultation with the Ratepayers' Association recommended that a parking survey be conducted on Gatley Road, Tenoga Drive, Stonehouse Crescent and Highriver Court to determine exactly what parking prohibitions, if any, were favoured by the residents.

A parking survey questionnaire was distributed to the residents of the above mentioned streets. In total 110 questionnaires were distributed and 66 responses were returned to the City. The questionnaire offered the residents three options; (a) that the current parking prohibitions on their street be maintained as they are adequate (i.e. general City 3-hour parking prohibition), (b) that parking on their street be prohibited between 9:00 a.m. and 4:00 p.m., Monday to Friday, excluding July and August, on both sides of the street, and (c) that parking be prohibited between 9:00 a.m. and 4:00 p.m., Monday to Friday, excluding July and August, on one side of the street. No resident was in favour of prohibiting parking on one side only.

Based on the results of the survey, Highriver Court was the only street where all the residents which responded, favoured the seasonal prohibition on both sides of their street. On Gatley Road and Bunsden Avenue the majority of those who responded favoured the seasonal prohibition on both sides of their street. If parking is prohibited on these streets vehicles may move to other streets in the area. For this reason 15 metre 'No Parking Anytime' corner prohibitions should be implemented on Bunsden Avenue at the intersection of Gatley Road to maintain sightlines in the event that the parking problem relocates. The 15 metre corner prohibitions are in accordance with the general provisions of Traffic By-Law 444-79 and do not require a by-law amendment.

'No Parking Anytime' prohibitions should be implemented along Mississauga Road from Springbank Road to Shawanaga Trail. At the present time parking is not occurring along this roadway, however, if prohibitions are implemented along the side streets students may start parking on Mississauga Road. Due to the volume of traffic on this major collector parked vehicles could potentially cause safety problems.

Imposing the above prohibitions will likely eliminate the student parking problem on Highriver Court, Gatley Road and Stonehouse Crescent but may at the same time shift the parking problem to other streets. Therefore additional parking prohibitions may be required in the future.

In the interest of safety, parking on Highriver Court, Stonehouse Crescent and Gatley Road should be prohibited from 9:00 a.m. to 4:00 p.m., Monday to Friday, excluding July and August, on both sides of the street. Also 15 metre corner 'No Parking Anytime' prohibitions should be posted on Bunsden Avenue at Gatley Road and 'No Parking Anytime' prohibitions should be posted along Mississauga Road from Springbank Road to Shawanaga Trail.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) 'No Parking from 9:00 a.m. to 4:00 p.m., Monday to Friday, excluding July and August', on Highriver Court, Stonehouse Crescent and Gatley Road in their entirety.
- (b) 'No Parking Anytime' prohibition on both sides of Mississauga Road from Springbank Road to Shawanaga Trail.

Councillor Lane advised of the safety problems experienced with the students parking in this area inquiring when the signs will be erected. The Commissioner of Public Works advised Regional approval is not required in this instance, therefore the signs could be erected within a few weeks after Council approval.

F.06.04.02

Adopted

See Recommendation OW-169-89 (F. Dale)

Recommendations:

As per Report 9-89

Adjournment:

2:40 P.M.

THE OPERATIONS AND WORKS COMMITTEE

MAY 1, 1989

REPORT 9-89

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its ninth report and recommends:

OW-155-89 That the 1988 Annual Report of the Fire Department attached to the report dated April 20, 1989 from the Fire Chief to the Operations & Works Committee of May 1, 1989, be received for information.

A.06.01
(OW-155.1-89)

OW-156-89 That the report dated April 13, 1989 from the Commissioner of Public Works to the Operations & Works Committee of May 1, 1989, in response to the Ministry of the Environment's request for the City of Mississauga to participate in the Community Noise Survey of Residential Air Conditioners and Heat Pumps in the Summer of 1989 to the extent of a \$2,000.00 contribution, be received for information, and the Ministry of the Environment be so advised.

L.07.03.01
(OW-156.1-89)

- OW-157-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Penny Lane Residential Subdivision, Plan 43M-379, located west of Finch Avenue and south of Darcel Avenue.
- (b) That the Letter of Credit (current value \$35,567.00) securing the Engineering Agreement for Plan 43M-379 be returned to the developer, Centerville Estates Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-379 as public highway and part of the municipal system of the City of Mississauga.

M-379
(OW-157.1-89)

Silverwood Drive	Forest Hill Drive and Forest Ridge Drive;
Swinbourne Drive	Bancroft Drive and Douguy Boulevard;
Webb Drive	Webb Drive and Confederation Parkway;
Whitfield Terrace	Astwell Avenue and Whitfield Terrace;
Willow Way	Creditview Road and River Grove Avenue;
Willow Way	River Grove Avenue and Village View Place;
Winterton Way	Guildwood Way and Ceremonial Drive;
Winterton Way	Ceremonial Drive and Mavis Road.
F.06.04.01 (A) (OW-159.1-89)	

OW-160-89 That a by-law be enacted to implement the temporary closure of Stavebank Road in the area of St. Andrew's Church from 7:00 a.m. to 8:30 a.m. and Port Street from Hurontario Street to Elizabeth Street from 7:30 a.m. to 10:00 a.m. on Saturday, June 17, 1989 for the eighth annual St. Andrew's 10 km road race, subject to the following conditions:

- (a) Completion of a road closure/restriction permit at least five days prior to the event;
- (b) Proof of liability insurance in the amount of at least two million dollars with the City named as co-insured;
- (c) Secured arrangements with the Peel Regional Police for race marshalling, traffic control and cone placement;
- (d) That any works undertaken by the Public Works Department other than the placement of advanced signing be at the expense of the applicant;
- (e) That letters be delivered to all residents of Enola Avenue, The Greenway, Oakwood Avenue, Wanita Road and Elmwood Avenue.

F.02.04.01
(OW-160.1-89)

OW-167-89 That a second Crossing Guard be placed at The Credit Woodlands and Dundas Street West, as warrants are met.

F.06.03.02.01
(OW-167.1-89)

OW-168-89 That a second Crossing Guard be placed at Glen Erin Drive and Burnhamthorpe Road, as warrants are met.

F.06.03.02.01
(OW-168.1-89)

OW-169-89 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement the following:

- (a) 'No Parking from 9:00 am to 4:00 pm, Monday to Friday, excluding July and August', on Highriver Court, Stonehouse Crescent and Gatley Road in their entirety.
- (b) 'No Parking Anytime' prohibition on both sides of Mississauga Road from Springbank Road to Shawanaga Trail.

F.06.04.02
(OW-169.1-89)